Latitude 38

VOLUME 126, DECEMBER 1987

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What a Treat!

The rest of the Express 37 fleet didn't have a ghost of a chance against Glenn and Gaby Isaacson's "Re-Quest" in this fall's Great Pumpkin Regatta. With unquestionable boat speed, "Re-Quest" won both races in Saturday's one-design competition.

The Isaacson's Pineapple Sails made a monstrous difference in their boat's performance.

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Winter discounts are now in effect.

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COVER PHOTO: LATITUDE 38/RICHARD
'Punk Dolphin's bowman comes right to the point.
Graphic Design: K. Bengtsson

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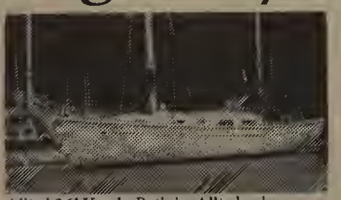
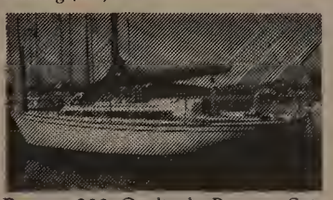
Bay Area's Best Brokerage Buys

Newport 30 MKII. Excellent one-design or cruiser. Diesel. Four sails. Asking $30,000.



Allied 36' Ketch. Built by Allied, who manufactured first fiberglass sailboat to circle globe. Spacious interior cabin. Dodger. Windlass. $64,900.



Pearson 323. Quality by Pearson. Spic and span. Wheel steering. Great boat for Bay and Coast. Owner anxious. Reduced to $34,950.

Rafiki 37. Excellent choice for a serious off shore cruiser. SATNAV, refrigeration, auto-pilot. This mexico vet has enjoyed TLC. New epoxy bottom, fresh varnish. Bristol. $78,000. Sister ship.

Rafiki 35, 1980. Extremely well equipped cruiser features diesel, windvane, dodger, loran, auto-pilot, cold plate refer, windlass, furling, etc. Fresh survey and is a great value at $58,000.

Yamaha 26, 1984. Superior quality is reflected in every detail of this yacht. Long inventory includes diesel, dodger, instruments, and 5 bags of Hood. Recent survey calls her a good buy at $27,500.

4-One Tonners for Sale

	57' Steel, Abeking & Rassmussen	125,000
	55' Steel Staysail Ketch	385,000
	51' Passport, loaded	(2) 224,000
•	48' Cheoy Lee Ketch	125,000
	50' Steel Cutter	215,000
	47' Formosa 1981	139,000
	47' Passport	225,000
	47' Valiant	250,000
	46' Island Trdr Ketch	149,000
	45' Lancer, Motor Sailer	125,000
	45' Brewer, ctr. cockpit	105,000
•	44' Annapolis Classic	60,000
	44' Peterson, ctr cockpit	125,000
•	43' Rogers, 32.1 1OR Rating	119,000
	42' Pearson 424 Ketch	(2) 125,000
	41' Perry	125,000
•	41' Whitby Caribe	55,000
•	41' Newport	75,000
•	40' X-1 TON	125,000
	40' Farr One Ton	(2) 115,000
•	40' Bēnēteau One Ton	(2) 115,000
•	41' Morgan	(2) 85,000
	40' Lidgard	79,500
	38' Hood	99,000
	38' C&C Landfall, Loaded	76,500
	38' Farallone Clipper	35,000
•	38' Catalina, Beautiful	79,000
•	37' Rafiki Cutter	78,000
•	36' Allied Ketch	64,900
	35' Spencer	40,000
	35' Santana	54,950
	35' Fast	52,500
•	35' Rafiki	58,000
	35' Cheoy Lee	55,000
•	35' Colombia 10.7	44,500
•	35' Fast 345	52,500
•	35' Mariner Ketch	35,000
•	34' O'Day	54,000
•	34' Cal, Very Clean	34,500
•	34' Wylie	(2) 48,000
•	33' Wylie, Cold Mold	55,000
•	33' Hunter	41,950
	33' Nor'West 33	58,000
	35' Traveller	43,950
•	32' Mariner Ketch	34,900
•	32' Pearson 323	35,900
•	32' Islander	39,700
•	30' Islander	26,500
•	30' Newport	29,800
•	30' Pearson	24,000
•	30' Catalina 30	30,000
	30' Ericson 30+	42,500
•	30' Cal 3-30	31,000
•	30' Island Bahama	
•	29' Cal 2-29, Diesel	22,300
	28' Ericson 28+	38,950
•	28' Islander	(3) 28,000
•	28' Pearson	31,500
•	28' San Juan	30,000
•	27' Cal 2-27	(2) 21,000
•	27' Cal T-2	11,200
•	27' Nor'Sea	(2) 31,900
•	27' Ericson	(2) 18,900
•	26' Yamaha	27,500
•	26' Yamaha	27,500
•	26' Pearson	16,200
•	26' Intl Folkboat	10,000
•	23' Ranger	11,000

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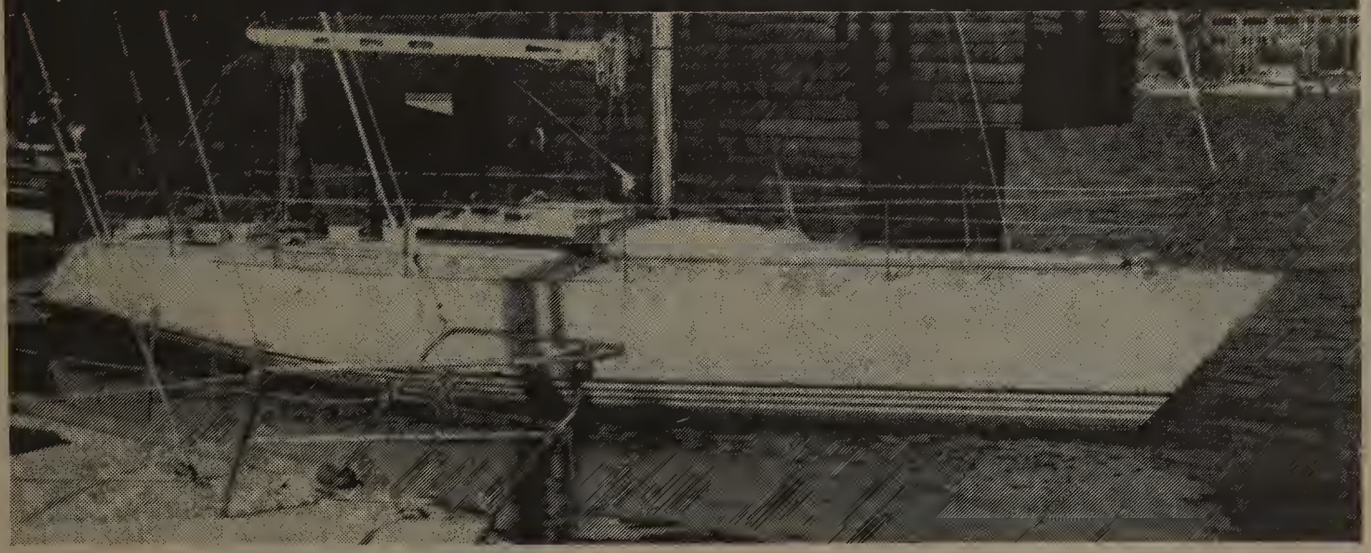

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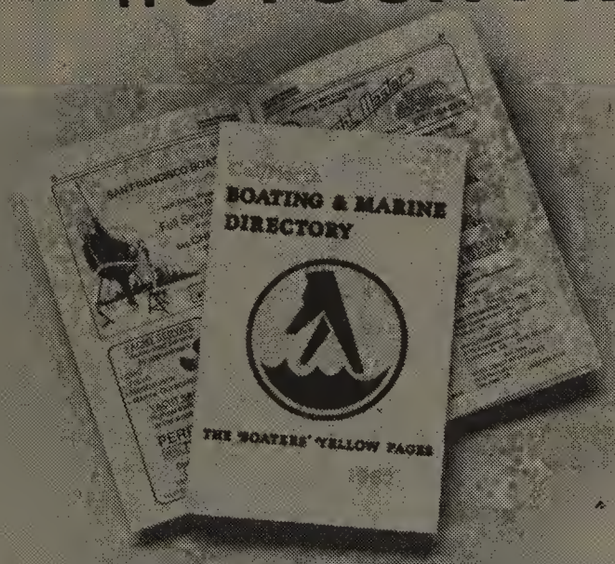

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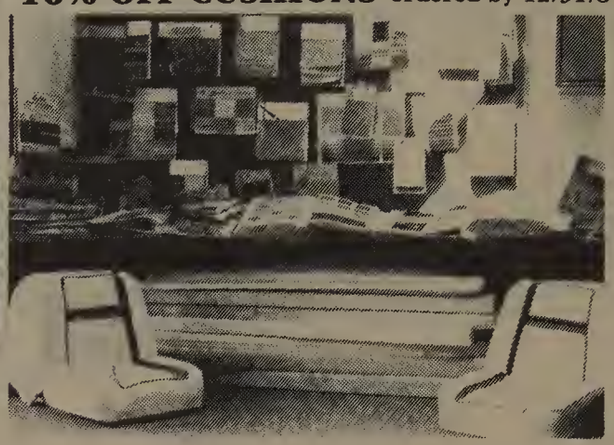

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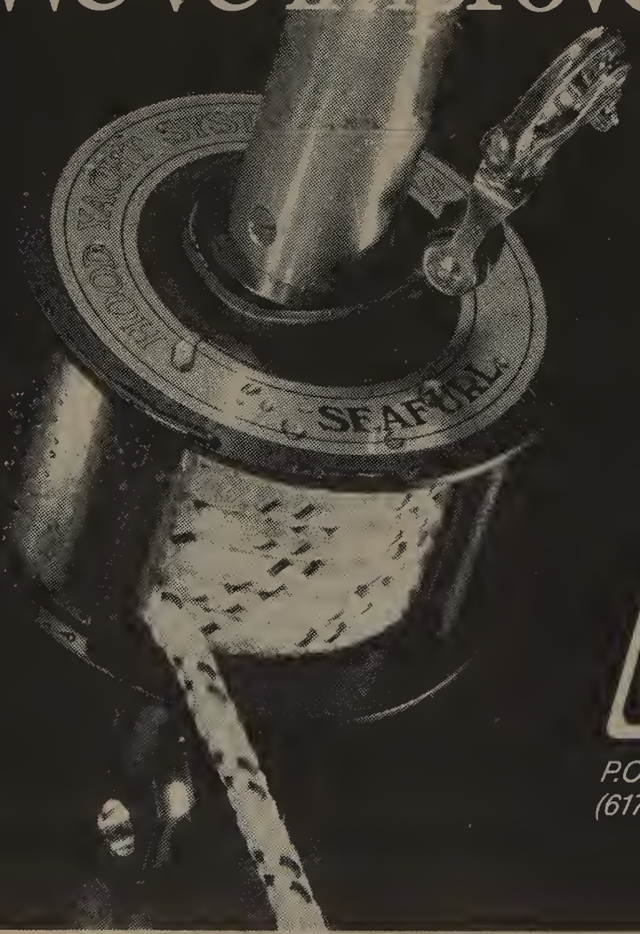

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Latitude 38

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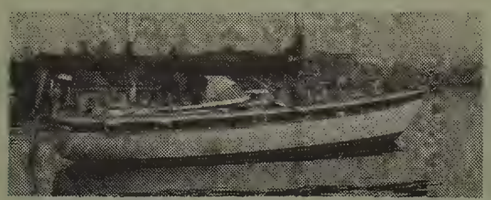


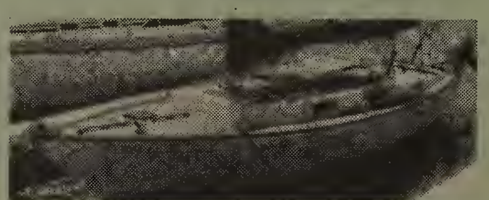
HALBERG RASSY 42 1985 Swedish beauty. Mahogany interior is pure Scandinavian class. By one of the world's first rate builders, this one has pages of offshore gear. **$189,500.**

WESTSAIL 43 Custom built in 1976 for the V.P. of Quality Control for Westsail. Steel reinforced bow, insulated hull and deck, ash overhead, cedar lockers, oversized rigging. **$104,900.**

TARTAN 30 Tartan has built a lot of great boats but this might be the all around champ. Just a beautiful sailing boat built right. **$35,000.**

BREWER 45 Luke fireplace in opulent main cabin. Microwave, stereo, (2) TV's, refrig/freezer, big aft cabin with walk-in closet. **$99,500.**

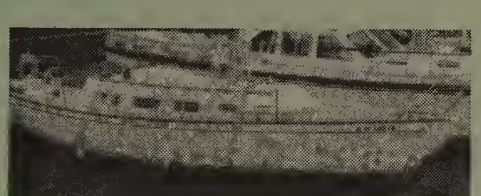
ISLANDER 30 MKII Sail controls lead aft, wheel steering, dsl, 90%, 110%, (2) mains, spinnaker, Islander quality & very motivated seller . . . **a steal at $24,900.**



BAHAMA 24 Beautiful custom teak interior that is a must see. Built & sailed to New Zealand & back by a very clever Santa Cruz boat builder. Has trailer too.

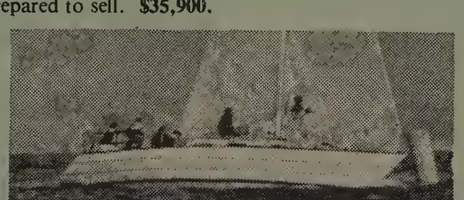
MERIT 22 Easily trailered to any lake or bay on the continent. Completely equipped with every go fast gizmo to tackle the best racing fleet anywhere. **$13,900.**

PACIFIC 38 Custom-built in NZ & sailed over. Big teak decks, pilot, SSB, vane, deep freeze, Avon and beautiful custom interior. **$69,500.**

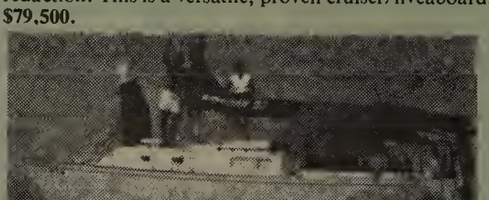


RANGER 33 A Gary Mull classic that sails great and will always look great. This one has been beautifully prepared to sell. **$35,900.**

GULFSTAR 43 Complete 6k epoxy underbody, new interior cushion covers — now a drastic asking price reduction. This is a versatile, proven cruiser/liveaboard. **$79,500.**



SANTANA 35 Join one of the most active and skillful racing fleets on the Bay. Owner has a new boat & is very eager to sell. **Bring any offer.**



MORGAN 32 With 11.5 beam this is a spacious 32 with full cruise gear — she's already seen the Bahamas. Five sails including spinnaker. **$42,950**

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36' ANGLEMAN Ketch		55,000
37' SOVEREL Cruising		25,000
37' ISLANDER		42,000
37' TRISMUS		58,000
37' BALTIC		99,500
38' C&C LANDFALL		76,500
38' CSTM HUNTINGFORD		79,500
39' FREYA	(2)	79,500
39' FREEDOM EXPRESS	SC	125,000
40' NICHOLSON		120,000
41' WOOD CUTTER		48,500
42' GARDEN Ketch		105,000
44' PETERSON		109,000
44' FREEDOM	(2)	130,000
44' LANCER Motorsailer		139,500
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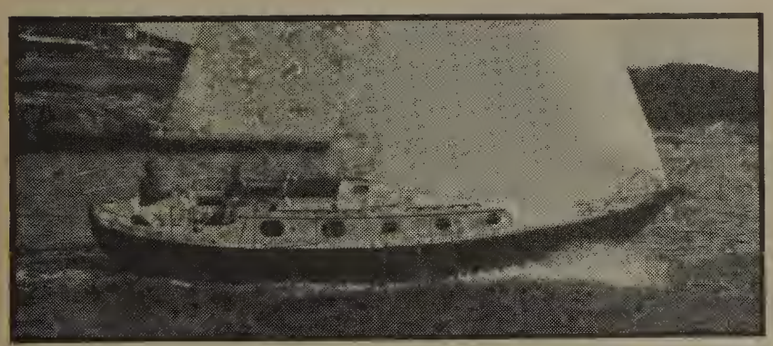
☐ We're having a drought winter. Water rationing. A good year to spend boating in Mexico.

☐ It's going to rain like crazy. The only safe place to be is on a boat.

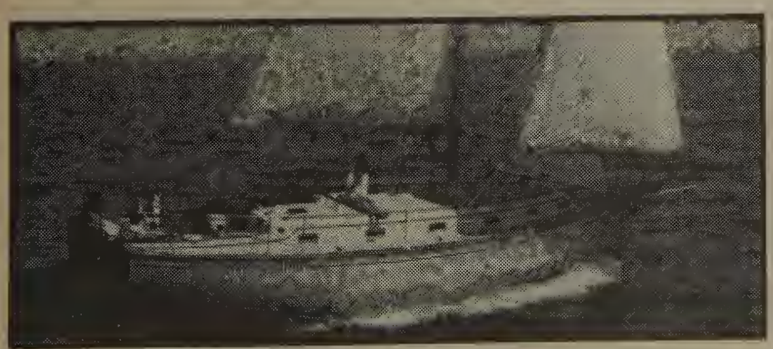
FREEDOM YACHTS

It doesn't take a Ouija board to figure what they will say about the FREEDOM 36 ten years from now: It's one of the all time great boats. Over 85 sold & so far we see none on the used boat market.



PACIFIC SEACRAFT

No one could have predicted the astounding success of the CREALOCK 34. We put this beautiful yacht in the water and, in one weekend, sold four more.



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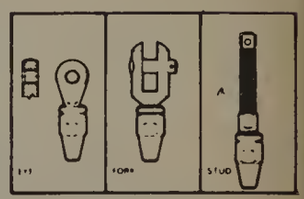
5/32	3/8	40'	50'	116.00	**56.00**
3/16	7/16	50'	50'	148.00	**72.00**
7/32	7/16	60'	60'	196.00	**96.00**
7/32	1/2	65'	65'	229.00	**110.00**
1/4	1/2	70'	70'	250.00	**123.00**
1/4	5/8	70'	70'	322.00	**159.00**
5/16	5/8	85'	85'	495.00	**248.00**

Add 10% for color.

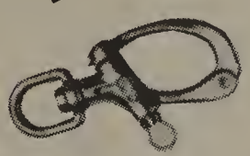
NORSEMAN Terminals

		Retail	SALE
3/16"	forks	32.50	**$23.40**
	eyes	26.60	**$19.15**
	studs	28.50	**$20.52**
1/4"	forks	44.50	**$32.04**
	eyes	35.00	**$25.20**
	stud (½ thread)	37.70	**$27.14**
5/16"	forks	65.50	**$47.16**
	eyes	49.50	**$35.64**
	stud(5/8 thread)	56.50	**$40.68**
3/8"	eyes	74.70	**$53.78**
	forks	78.00	**$56.16**



25% OFF LIST

STAINLESS STEEL SWIVEL SNAP SHACKLE



LIST PRICE	LENGTH	EYE DIA.	JAW LENGTH	BREAKING STRENGTH
$22.10	3-1/8"	1/2"	7/8"	6000
$25.35	3-13/16"	3/4"	1"	6500

SALE - LOW EVERYDAY PRICES

U.S.A. MADE CHAIN

	Galv. P.C.	Galv. HiTest	BBB HDG
3/16	$ .46/ft		
1/4	$ .88/ft	$1.32/ft	$1.60/ft
5/16	$1.35/ft	$1.79/ft	$2.22/ft
3/8"	$1.90/ft	$2.25/ft	$2.82/ft
1/2"	$2.80/ft	$3.75/ft	$4.68/ft

larger sizes upon request

HIGH QUALITY IMPORT

Galv. P.C.	
1/4"	$. 70/ft
5/16"	$1.17/ft
3/8"	$1.42/ft

while supplies last

Marine Fittings By:

Johnson • Navtec • Hayns • Merriman
Ronstan • Norseman • Nicro-Fico • FaMet

Rotary swaging for all applications up to 3/4" diameter wire — complete line of Nico-press sleeves, thimbles, shackles, turnbuckles, blocks, lifelines, docklines, double-braid and splicing capabilities
Special Pricing Programs For Brokers!

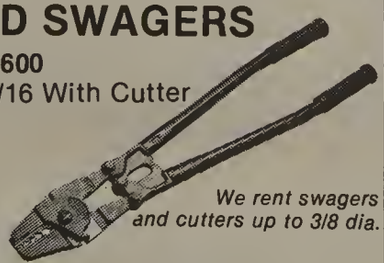
ANCHOR SALE

All Plow Anchors,
Danforth Anchors, And
Herreshoff Anchors

30% Off List

HAND SWAGERS

HSC-600
Capacity 1/16 - 3/16 With Cutter



We rent swagers and cutters up to 3/8 dia.

List Price	Sale Price
$106.00	**$53.00 ea**

other size swagers and cutters also available

CU-7 Cutter
Capacity 3/16

List Price	Sale Price
$33.60	**$17.50**

NOW MANUFACTURING:

FaMet Marine

LATE SEASON SPECIALS

Proven Traditional Quality Spars, Rigging & Furling
At Discount Prices!!!
Complete Service Or
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(415) 332-SAIL

41' FREEPORT. Great liveaboard, generator, staysail / ketch, AP, elec. kitchen, 2 staterooms, 2 heads.

SAIL BROKERAGE

105' LOGGERT, 1903	200,000
76' PILOTHOUSE KETCH	68,000
59' KETCH, 1981	250,000
50' GULFSTAR, 1977	110,000
50' COLUMBIA	119,000
49' CHINESE JUNK, 1983	67,500
47' SLOOP, 1928	28,000
46' PETERSON, 1979	135,000
45' STEPHENS BROS, 1937	57,500
45' GARDEN KETCH, 1977	127,000
45' GARDEN KETCH, 1970	110,000
44' PETERSON, 1978	135,000
44' ISLANDER, 1974	80,000

50' COLUMBIA. Yawl, Sat-Nav, Loran, radar, autopilot. Husband & wife team have sailed 95,000 miles. Ready to go again. $119,000

44' GARDEN, 1962	58,000
43' OFFSHORE, 1979	85,000
43' C&C, 1973	78,000
41' PEARSON, 1981	125,000
41' RODNEY PAUL, 1936	48,000
41' RHODES, 1960	49,500
41' NEWPORT, 1969	79,500
41' MORGAN, 1978	85,000
41' FREEPORT, 1977	110,000

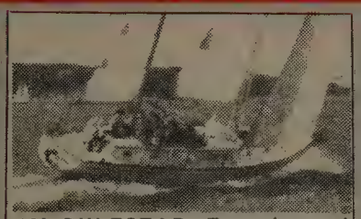
33' HUNTER. Cherubini design, long and sleek yet amazingly roomy. An exceptional liveaboard, spotlessly clean. $37,500.

41' FORMOSA, 1972	79,500
41' CHEOY LEE, 1979	110,000
40' ISLANDER, 1979	83,000
40' HUNTER, 1985	110,000
40' FARR, 1984	125,000
40' COLUMBIA, 1965	45,000
40' CHALLENGER, 1974	89,000
38' MORGAN, 1981	82,000
38' EASTERLY, 1978	79,000
38' C&C YACHTS, 1980	72,000
37' WANDA BIRD, 1967	29,500
37' ISLANDER, 1974	35,000
37' IRWIN, 1979	78,000
36' YAMAHA, 1981	79,000
36' OKOMOTO, 1956	34,500
36' J/BOAT, 1981	86,000
36' FREEPORT, 1980	65,000
36' FREEPORT, 1980	75,000
36' CHEOY LEE, 2 frm	43,000
36' ANGLEMAN, 1977	55,000
36' "J" PEARSON TILSO	86,000

FREEPORT 36 *"SEA SNAKE"*. One of the world's most elegant yachts. Spacious teak/oak interior, sports-car handling, cruising ruggedness, pristine. $79,000.

35' HO SANG JUNK, 1971	80,000
35' HERRESHOFF, 1963	25,000
35' CAL, 1980	69,500
34' HUNTER, 1983	49,950
33' RANGER, 1974	33,000
33' HUNTER, 3 frm	39,500
32' TRAVELLER, 1978	49,500
32' ELITE, 1985	55,000

38' EASTERLY SLOOP. Traditional lines, high performance, underbody, spacious teak interior, bristol cond. Try $79,000



50' GULFSTAR. Experienced cruiser, rich teak interior, fully equipped. 179,000 value reduced to $110,000.

32' DOWNEASTER, 1976	44,500
32' ARIES, 1979	39,500
31' DUFOUR, 1982	58,500
31' CHEOY LEE, 1969	29,000
30' TAHITI KETCH, 1976	49,500
30' S-2, 1979	33,000
30' ROBERTS, 1972	13,500
30' RAWSON, 1962	28,000
30' PEARSON, 1984	61,900
30' PEARSON, 3 frm	26,800
30' ODYSSEY, 1966	26,000
30' NEWPORT, 2 frm	31,000
30' MORGAN, 1980	22,500
30' KAUFMAN, 1980	29,000
30' J/BOAT, 1982	43,000
30' IRWIN, 1980	35,500
30' COLUMBIA	26,500
30' CATALINA, 4 frm	31,500
30' BABA, 1979	85,000

37' IRWIN 1980. Cutter, aft cabin with AP, dodger, 2 heads, teak interior, liferaft, excellent for cruising or liveaboard. $69,000.

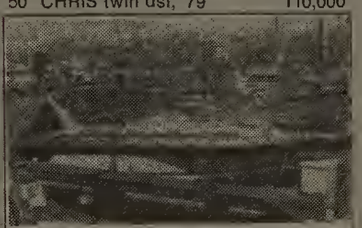
30' BABA, 1984	65,000
29' LAPWORTH	29,900
29' CAL, 1972	29,500
29' BRISTOL, 2 frm	20,000
28' NEWPORT, 1977	21,900
28' ISLANDER, 5 frm	30,000
28' HERRESHOFF, 1952	20,000
26' RANGER, 1973	8,750
26' FRISCO FLYER, 1972	12,500
26' BALBOA, 1974	9,500
26' ARIEL, 1961	12,000
26' BALBOA, 1974	9,500
25' PHIL RHODES, 1961	9,000
25' O'DAY, 1977	12,000
25' NORTHSTAR 500, '74	15,200
25' CORONADO, 1964	6,000
24' S-2, 1978	15,000

POWER

96' BROWARD, 1956	685,000
80' TACOMA trawler, '27	125,000
76' STEPHENS, 1973	800,000
70' S.A. WILLIAMS, 1936	125,000
70' HATTERAS, 1978	895,000
60' NORDLUND, 1979	550,000
60' STEPHENS, 1966	350,000
57' CHRIS CRAFT, 1969	215,000
57' CHRIS CRAFT, 1970	199,000
56' PILOTHOUSE sedan, '72	166,000

C&C 43 "FINESSE" incredible racing inventory, spacious teak interior. Only $78,000.

55' CHRIS CRAFT, 1962	130,900
53' MONK, 1971	140,000
53' BLUEWATER	230,000
52' BLUEWATER	169,000
50' STEPHENS, 1960	149,000
50' OCEAN, 1983	250,000
50' LONGBEACH CO, 1961	125,000
50' GRAND BANKS, 1968	195,000
50' CHRIS twin dsl, '79	110,000

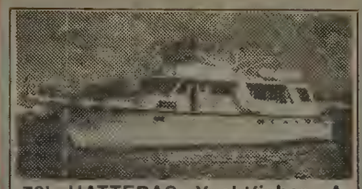


34' WELLCRAFT Express Cruiser. High performance, easy to handle, large fishing/entertaining cockpit. Incredibly luxurious accommodations below. Two private staterooms. Under $100,000.

50' AMERICAN MARINE, 1974	195,000
49' ALBIN, 1979	165,000
48' CHRIS CRAFT, 1962	89,500
47' STEPHENS, 1955	99,950
47' PACEMAKER, 1966	126,500
47' MONK, 1962	79,000
47' KEN HILL, 1967	79,900
44' PACEMAKER, 1966	121,000
43' STEPHENS, 1929	39,900

35' VIKING. Sportfisher 1979. Gen, AG., Radar, windless, outrigger, Twn 350 HP, possible trade for sailboat or GB 36. $105,000 or b/o.

43' PRESIDENT, 1983	169,000
42' UNIFLITE, 1973	140,000
42' GRAND BANKS, 1968	79,500
42' CHRIS CRAFT, 1964	69,500
41' P.T., 1980	95,000
41' MATHEWS, 1952	39,500
41' LUHRS, 1979	89,000
41' CHRIS CRAFT, 1950	39,500
41' BELL BUOY,	147,500
40' PILGRIM, 1985	65,000
40' OWENS, 1965	44,000
40' MARINE TRADER,	125,000

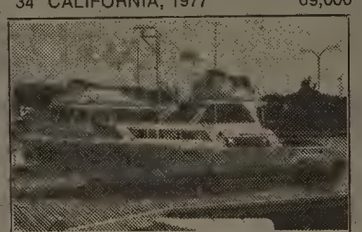


70' HATTERAS Yachtfisher. A rare boat in pristine condition. Aft cockpit for fishing and easy boarding. Twin diesels, twin generators, king-size owners stateroom, 2 guest staterooms, crew and captains quarters each with private head. $895,000.

40' JACKOBSON, 1934	39,500
40' BLUEWATER-TAIWA, 1977	86,000
40' BLUEWATER, 1977	92,000
38' STEVENS, 1941	23,500
38' CHRIS CRAFT, 1983	110,000
38' BAYLINER, 1984	109,000
37' HUNTER, 1964	41,500
37' CALIFORNIAN, 1972	89,000
36' VEGA, 1962	44,000
36' CALIFORNIAN, 1972	89,000
36' STEPHENS, 1954	27,500
36' GRAND BANKS, 1974	89,950

50' STEPHENS *"MARILEE"*. Known to brokers everywhere as the best on the Bay. Just back on the market. Asking only $149,000.

36' MODERN, 1983	79,000
35' MAGNUM MARINE, 1969	80,000
34' WELLCRAFT, 1985	99,500
34' UNIFLITE, 1977	69,000
34' MAINE Coastal Cruisr, '48	17,600
34' FIBERFORM,	73,500
34' CHEN WHA, 1973	45,500
34' CALIFORNIA, 1977	69,000



37 PEARSON SPORTFISHER. Fiberglass, one new engine, one recently rebuilt 40 mph. $49,500.

34' BAYLINER, 1981	54,900
31' OWENS, 1964	17,500
30' TOLLEY, 2 from	37,000
30' SEARAY, 1974	33,500
30' SCOUT, 1979	57,550
30' SCOUT, 1979	44,750

47' STEPHENS. A remarkably crafted classic, maintained in bristol condition. $99,500.

30' MAINSHIP, 1982	42,000
28' MODUTECH, 1973	45,000
28' CARVER, 1985	49,950
28' CARVER, 1977	35,500
26' MIRRO, 1979	28,500

52' BLUEWATER Sedan Cruiser. Spacious interior with exceptional lines, large bridge sun deck for entertaining. Aft cockpit for fishing. Refrig/freezer & modern galley. Comfort and performance at an affordable price. $169,000.

25' THUNDERBIRD, 1980	28,000
25' SEARAY, 1981, 2 from	17,000
24' SEARAY, 1984	28,000

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AT CLIPPER YACHT HARBOR
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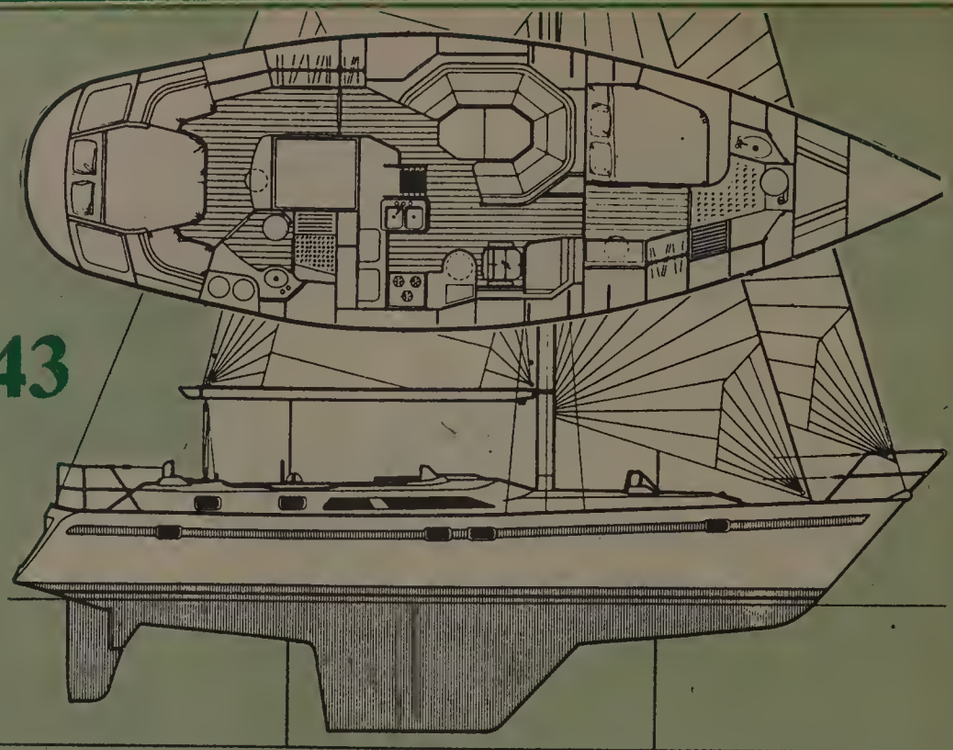
TASWELL-43



ARRIVING DECEMBER 12th

THE NEW TASWELL-43 FROM TA-SHING

Call 232-7778 for more information

PRINCIPAL DIMENSIONS

Length overall	42'10"	Draft (std.)	6'3"	Displacement	23,500 lbs
Length of design waterline	38'-3¼"	Draft (shoal)	5'3"	Designer: Bill Dixon, N.A. Angus S. Primrose, Ltd Southampton, England	
Beam	13'8"	Sail area (main + 100% triangle)	859.5 sq. ft.		

Make an appointment **NOW** for your **PRIVATE** viewing before her **WORLD PREMIERE** showing at the January International Boat Show.

EXPERIENCED YACHTS

TATOOSH MARINE offers the following experienced yachts along with maintaining a full service brokerage business.

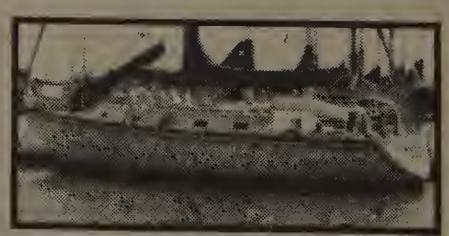
SAIL

17' O'DAY daysailer II, with trailer, '77, Pt. Richmond $2,000
23' O'DAY, '75, Sausalito (slip incl. at $40/mo) 9,000
25' FREEDOM, '83, Sausalito 18,500
25' OLSON, '85, Pt. Richmond, with trailer 21,000
26' SAN JUAN, '80, Pt. Richmond 17,500
26' CHRYSLER, '77, Marina Bay 6,900
27' CATALINA, '79, Pt. Richmond ..... Inquire
27' CS-27, '82, Marina Bay 26,500
28' ISLANDER Bahama, '81, Marina Bay 29,850
28' H-28, '62, Pt. Richmond 28,500
28' SAN JUAN, '79, Pt. Richmond 30,000
29' ERICSON, '78, Pt. Richmond 23,000
30' CLIPPER MARINE, '75, Pt. Richmond 8,950
30' COLUMBIA, '74, Marina Bay 25,750
30' BABA, '79, Sausalito 65,000
30' BABA, '85, Pt. Richmond 86,000
30' PALMER JOHNSON, '72, Emeryville 38,500
30' ERICSON, '69, Alameda 25,000
33' PEARSON, 10 meter, '74, Tiburon 52,500
35' CHEOY LEE Lion, '56, Pt. Richmond 36,000
35' HALLBERG-RASSY, '78, Marina Bay 59,750
35' NIAGRA, '82, Pt. Richmond 79,950
36' ISLANDER, '74, Sausalito 44,950
36' S-2 (11M), '80, Pt. Richmond 68,950
36' CATALINA, '85, Pt. Richmond 82,500
37' HUNTER, cutter, '81, Pt. Richmond 56,000
37' SOVEREL, '72, San Rafael 25,000
37' TAYANA, cutter, '81, Oyster Cove 83,000
38' DOWNEAST, cutter, '75, Santa Cruz 75,000
38' CATALINA, '84, Pt. Richmond 67,900
38' C&C LANDFALL, '80, So. San Francisco 76,500
39' BRISTOL, '69, Half Moon Bay 67,000
39' CAL, '79, Alameda 79,000
41' MORGAN, ketch, '78, Emeryville 85,000
46' LIBERTY, ketch, '78, Pt. Richmond 196,900

POWER:

30' WILLARD Vega, '75, Pt. Richmond 55,000

EXPERIENCED YACHT OF THE MONTH



HUNTER 37 — 1981

With the Best Experienced Price of the Month

$56,000.00

TATOOSH MARINE
1120 BRICKYARD COVE ROAD
POINT RICHMOND, CA 94801

(415) 232-7778

CALENDAR

Nonrace

December 4 — Trailerboating in Northern California. Slide show narrated by John Hunter. 7:30 p.m. For information call Stockton Marine, (916) 332-0775.

December 5 — Full moon . . . Saturday night . . . holidays coming . . . It's a license to howl!

December 7 — *Golden Hinde* welcoming at Port of Redwood City, 2-5 p.m. Renaissance splendor and festivities. Free, too. Call 364-1288 for details.

December 4-24 — Holiday Caroling Aboard the *Merritt Queen*. Get the holiday spirit by singing Christmas carols on Lake Merritt. Ten half-hour trips a day. A well-spent buck for adults; two bits for the kids. Reservations aren't a bad idea. For details, call 444-3807.

December 12 — Christmas at Sea program aboard the *C.A. Thayer* at Hyde Street Pier in San Francisco. Tour the ship, decorate a Christmas tree in the captain's cabin and have cookies and hot cider. Free. Program repeated December 20 on board the *Balclutha*. For information call 556-2904.

December 21 — The Winter Solstice, meaning each day from here on in is a little longer than the one before. Considered by many — including *Latitude* — to be *the* major non-secular holiday of the year.

December 23 — 199 years ago, van Gogh and his up-until-then dear friend Gauguin have a violent quarrel; Gauguin will later say that van Gogh threatened him with a razor. Later that evening van Gogh shows up at a *maison de tolerance* and asks for a girl named Rachel. He hands her the lower part of his ear, which he has sliced off, and says, "Keep this object carefully." Sure Vincent, whatever you say — afterall, it's Christmas.

van Gogh had admired Gauguin for being both a painter and a sailor. About the latter, van Gogh wrote, "This gives me an awful respect for him and a still more absolute confidence in his personality."

Through December — Flags of the Sea. Selection of 21 house flags, company flags and union banners on display — with interpretation — in the J. Porter Shaw Library, Building E, Third Floor, Fort Mason Center, San Francisco.

January 1 — New Year's Day. Cast off those lines of imprisonment! The correct way to start off the year — and the best way to shake off a hangover — is to go sailing.

January 2-10 — San Francisco International Boat Show, Moscone Center, San Francisco. Come see "Twiggy" the waterskiing squirrel. Don't forget your checkbook. Call 521-2558 for details.

January 8-17 — San Francisco Sports and Boat Show, Cow Palace, Daly City. Twelve halls, including our favorite — Vacationland. Dial 931-2500 for info.

January 5 — U.S. Coast Guard Auxiliary winter courses begin. Three classes: "Boating Skills and Seamanship", "Sailing and Seamanship", "Advanced Coastal Navigation". 13 weeks in Alameda. Nominal charge for text and chart materials required. Call 351-5100 for information.

January 7 — Celestial Navigation class offered by the Oceanic Society. Sam Crabtree is the instructor for 8 sessions. One of few celestial classes around — not free, but relatively cheap. For info call the Oceanic Society at 441-5970.

January 20 — Singlehanded Sailing Society 1988 TransPac Seminar Series. This one's on sails, featuring Jeff Madragali and the North Sails video "The Shape of Speed". Also, Commodore Tompkins on rig failure and jury rigs, and Dan Newland on emergency steering. Oakland YC, 1900 hours. Call Shama Kota at 332-5073 for more information.

The Jack London Waterfront Association And The Oakland Holiday Committee
Present in Association With
The Metropolitan Yacht Club of Oakland

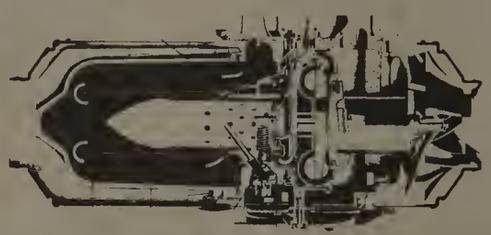
★
1987 Lighted Yacht Parade
Landlubbers Party
And
Fireworks Spectacular
★

Dec. 5 1987 From 4:30 PM
(Rain Date Dec. 6th 1987 5 PM)
Oakland Estuary Off
Jack London's Waterfront
At The Foot Of Broadway Oakland

EARTHQUAKE ENTERPRISES '1987

MARINE HEAT

WEBASTO
GERMANY



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DIESEL FIRED 12 VOLT FURNACE
INCREDIBLY LOW SALE PRICE
PINKUS MARINE (415) 435-6411

NOTICE TO MARINERS

SUBJECT: Coast Guard license restructuring.
TO: Mariners who want or now have a Coast Guard license.

As of December 1, 1987
NEW requirements
NEW procedures
NEW licenses
NEW tests
and we are ready!

Since 1923, three generations of our family have been training candidates for licenses from Six-Pak to Unlimited Master. Thousands have attended our classes, heard our taped lectures, read our texts and used our home study kits. No school, anywhere, is more ready than we are!

Send or call today for our free brochure.

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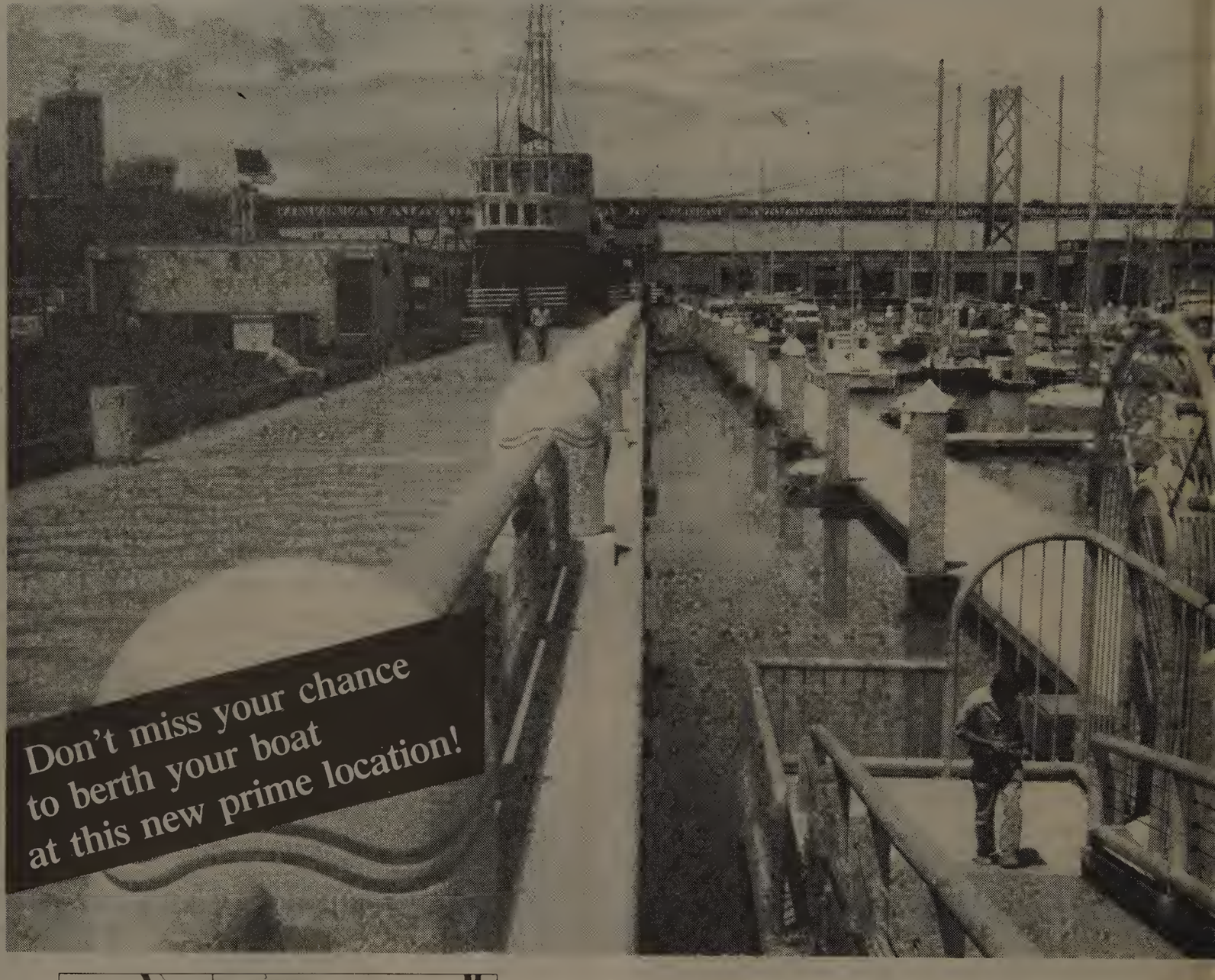
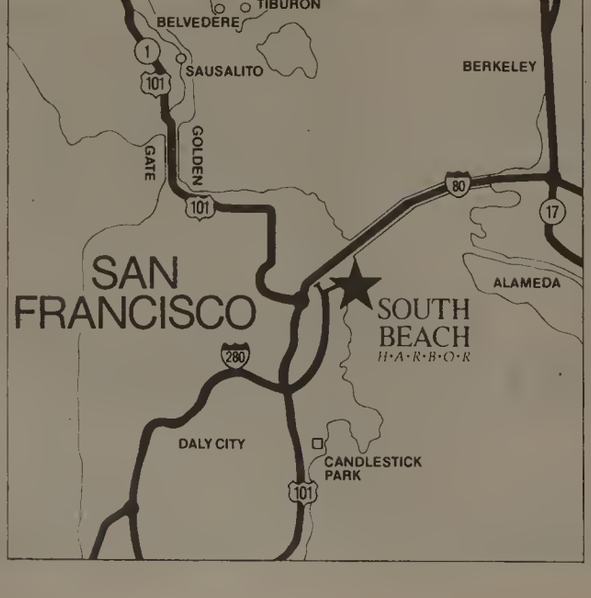
P.O. Box 3656 Rincon Annex
San Francisco, CA 94119
(415) 788-4595

*adapted from *Notice to Mariners*, Defense Mapping Agency H/T Center

30' - 50' berths for rent on the San Francisco waterfront at the new South Beach Harbor.





- ★ Located one-half mile south of the Bay Bridge.
- ★ Direct access to deep water, even at lowest tides.
- ★ Locking security gates and 24-hour patrol.
- ★ Solid concrete breakwaters minimizing surge.
- ★ Dockboxes, water and power hook-ups.
- ★ 500' guest dock.
- ★ 5 minutes away from downtown San Francisco

South Beach Harbor

The Embarcadero at Pier 40, San Francisco, CA 94107
Harbor Master: (415) 495-4911

CALENDAR

Racing

December 5-12 — Second Annual Invitational Presidents Cup (Copa De Los Presidentes) in La Paz, Mexico. Cancelled! Five North American yacht clubs, including St. Francis YC, were to compete against five Mexican clubs. Maybe next year.

December 6 — Golden Gate Midwinter Race #2. The Big Weatherman has promised us a spectacular day, the kind that makes you glad you live — and race sailboats — in the Bay Area.

December 17 — Southern Cross Cup, Cruising YC of Australia, Sydney. Watch for *Sidewinder* and *Jubilation*, both California entries. Big time, big bucks. See *The Racing Sheet*.

December 26 — Sydney-Hobart Race, part of the Southern Cross series. The only thing more brutal than this 800-mile race is the party afterward.

January 1 — Master Mariners Kick-Off Race & Chili Feed. Cityfront racing for Master Mariner type boats. Great way to clear your head and start the New Year. Contact Diane Brendan, 456-3496 or Rick Cogswell, 331-2938.

January 1 — It's just 186 days to the start of the 'new' West Marine Products Pacific Cup from San Francisco to Hawaii. The new destination is Kaneohe Bay, Oahu, just a few miles short of Diamond Head. Divisions for PHRF under 180; PHRF for doublehanders; IOR for boats rating between 22 and 70 and IMS for boats over 27 feet. Call (415) 331-2236 for a recording of details.

January 21 — MORA potluck dinner at Richmond YC. 7 pm. For details, call Sally at 444-4321.

February 7 — San Diego-Manzanillo Race, hosted by the folks that brought home the America's Cup. At 1,100 miles, it's the longest race on the Cervesa Circuit. Contact Lyn Shinn at (619) 435-3319.

February 20-27 — MEXORC, a six-race series beginning and ending at Manzanillo's adult Disneyland, Las Hadas. Mariachis, margaritas, senoritas, and mucho cervezas, but will Black Monday effect attendance? For info, write Jeff Littell, 18662 MacArthur Blvd., Suite 200, Irvine, CA 92715.

March 26, 27 — Kona Kai International YC America's Schooner Cup Race in San Diego. Vintage schooners racing for charity; proceeds go to the Make-A-Wish Foundation. NorCal boats encouraged to attend. Call Ron Griffin at (619) 226-2336.

April 22 — Newport to Ensenada Race. 41st annual floating cocktail party that bills itself as the largest international yacht race on the planet. Guaranteed great time. Contact NOSA at (714) 640-1351 for the lowdown.

May 6-15 — The Ultimate Yacht Race ("there is no second"). Got a spare $20,000? Want to make a cool 2000% return on your money? Racing in custom 30-footers and J/24's in Corpus Christi, Texas for a supposed million dollar purse. Call (214) 369-4851.

May 28-30 — Volvo San Francisco International Regatta. San Francisco Bay Sailing Association will host 7 one design fleets in this 3-day, 5-race inaugural series. Details forthcoming.

July 3 — Oakland-Catalina Race. MYCO's 10th annual moving Fourth of July picnic. Only seven months left to line up a crew! Don't forget the golf clubs. Contact Tom Tazalar, 534-3758 or Frank Gardner, 436-3958.

MIDWINTER SERIES

BERKELEY/METROPOLITAN YC — December 12-13, January 9-10, February 13-14. Olympic Circle. Contact Kirt Brooks, 284-1778.

CORINTHIAN YC — January 16, 17, February 20, 21. Start and finish in Belvedere Cove. Contact George Horsfall, 435-6321.

GOLDEN GATE YC — December 6, January 3, February 7,

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CALENDAR

March 6. Cityfront. Contact the club at 346-BOAT.

LAKE MERRITT SAILING CLUB — December 6, February 7, March 6. Skipper's meeting 10:30 a.m.

SANTA CRUZ YC — December 19, and others to be announced. Contact Roger Sturgeon, (408) 942-8800.

SAUSALITO CRUISING CLUB — December 5, January 2, February 6, March 6. Starts at Little Harding. Contact YRA at 771-9500.

SAUSALITO YC — January 23, 24; February 20, 21. Starts at Little Harding. Contact the club at 332-7400.

STOCKTON SAILING CLUB — December 5. Contact Greg Hill, (209) 529-7343.

VALLEJO YC — December 6 and others to be announced in January and February. Contact (707) 746-1000.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 10th of the month** to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

Calendar listings are announcements for events that are free or don't cost much to attend. The *Calendar* is **not** meant to support commercial enterprises.

December/January Weekend Tides

date/day	*max current*	*slack*	*max current*
12/12/Sat		0016	0325/2.7F
		0651	
	0910/2.0E	1302	1525/1.4F
		1803	
	2111/2.9E		
12/13/Sun		0100	0408/2.6F
		0729	
	1003/2.4E	1403	1630/1.5F
		1915	
	2204/2.6E		
12/19/Sat		0032	
	0237/2.0E	0529	0829/2.6F
		1112	
	1446/5.4E	1847	2151/3.9F
12/20/Sun		0125	
	0325/2.0E	0615	0917/2.7F
		1157	
	1535/5.6E	1934	2240/4.1F
12/26/Sat			0254/3.6F
		0614	
	0848/2.9E	1230	1510/2.3F
		1759	
	2055/3.5E		
12/27/Sun		0039	0345/3.3F
		0658	
	0948/3.3E	1341	1627/2.4F
		1919	
	2158/2.8E		
1/2/Sat		0042	
	0257/1.6E	0551	0840/2.4F
		1123	
	1453/4.7E	1857	2211/3.6F
1/3/Sun		0126	
	0334/1.6E	0634	0922/2.3F
		1205	
	1532/4.7E	1939	2250/3.6F

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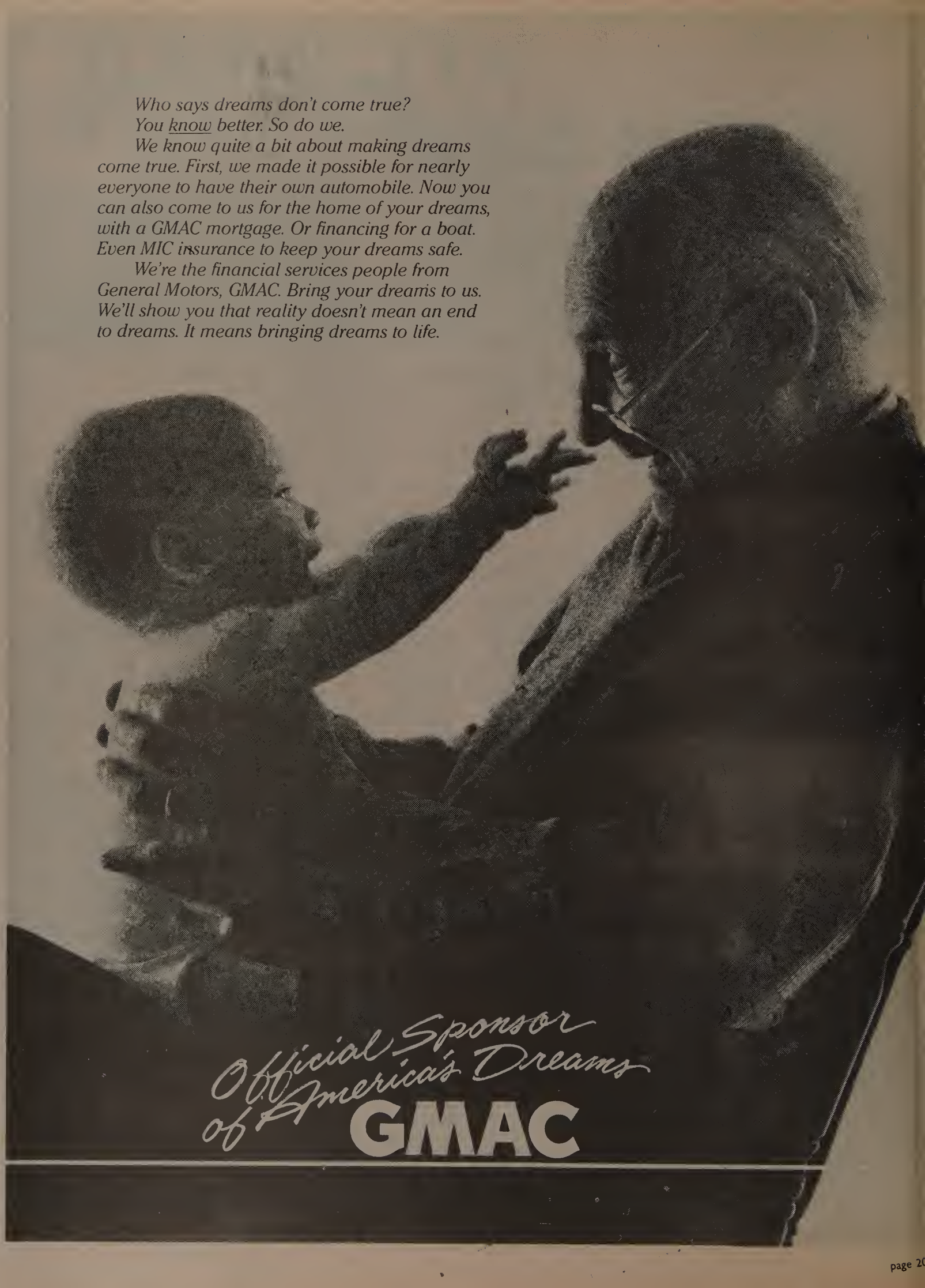
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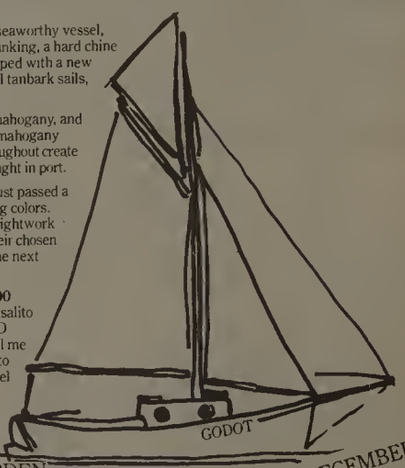

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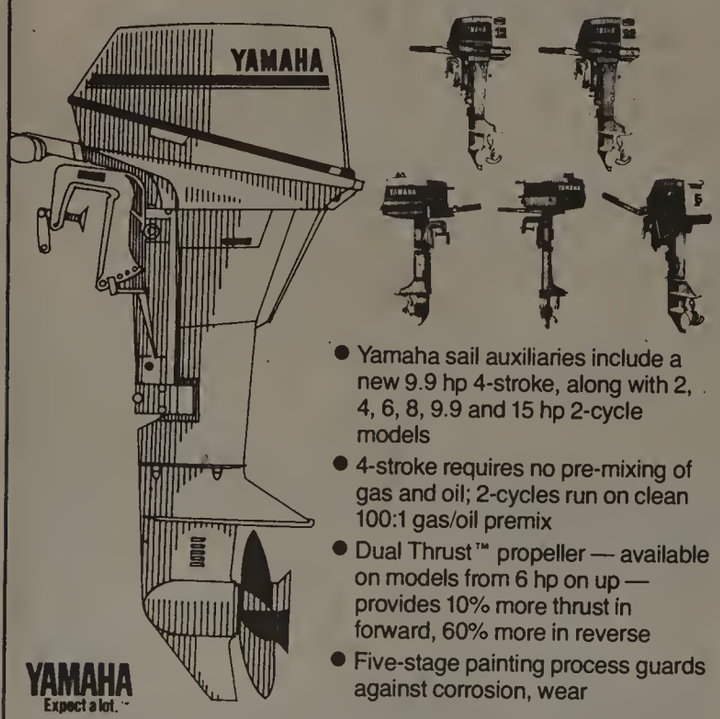

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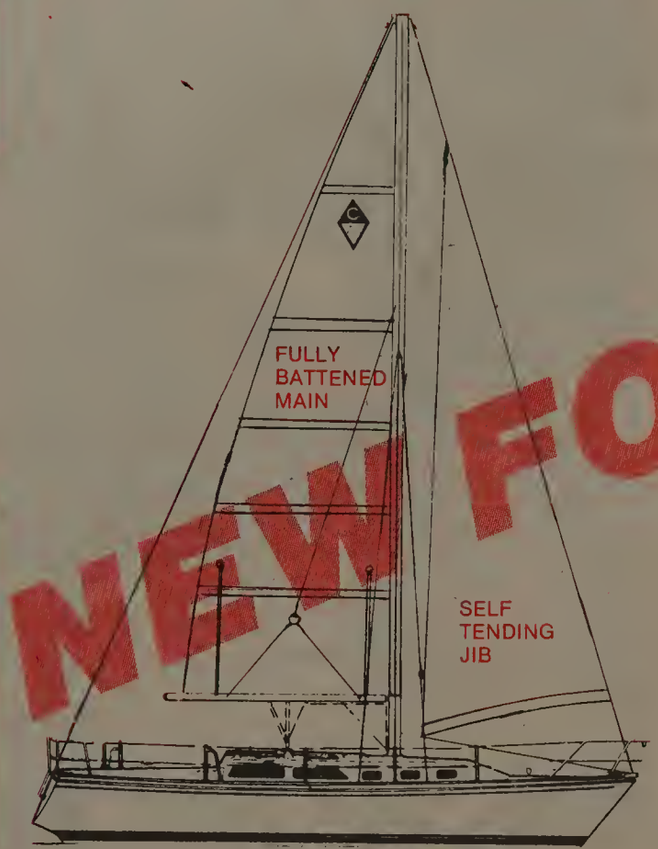

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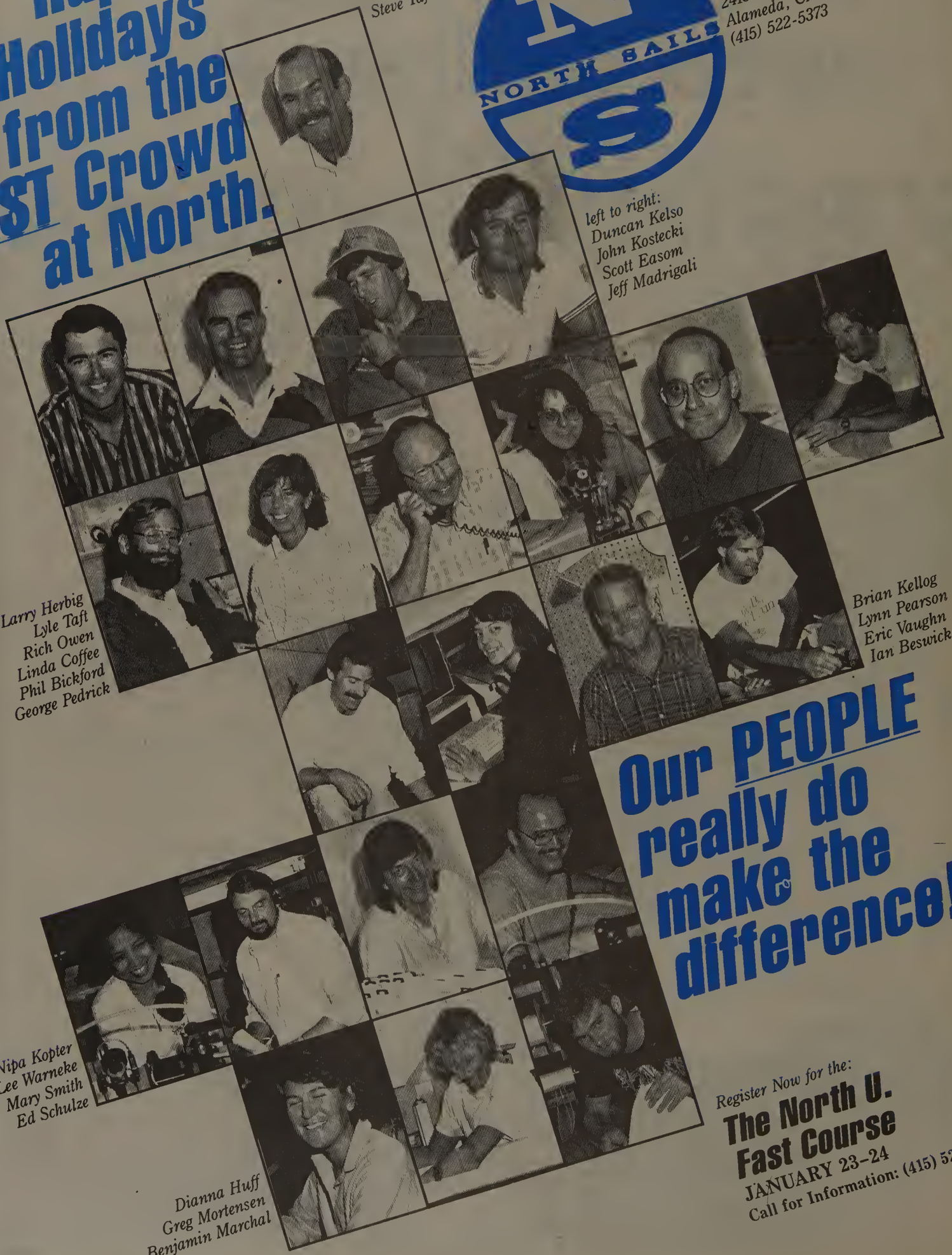

Steve Taft

left to right:
Duncan Kelso
John Kostecki
Scott Easom
Jeff Madrigali

Larry Herbig
Lyle Taft
Rich Owen
Linda Coffee
Phil Bickford
George Pedrick

Brian Kellog
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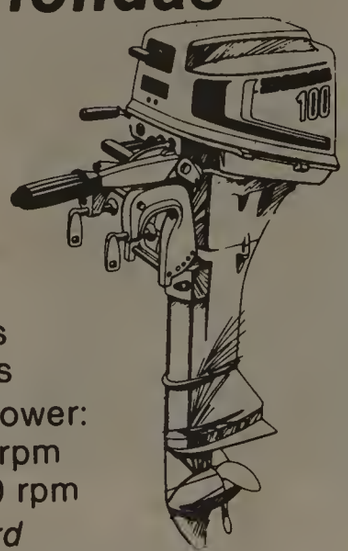

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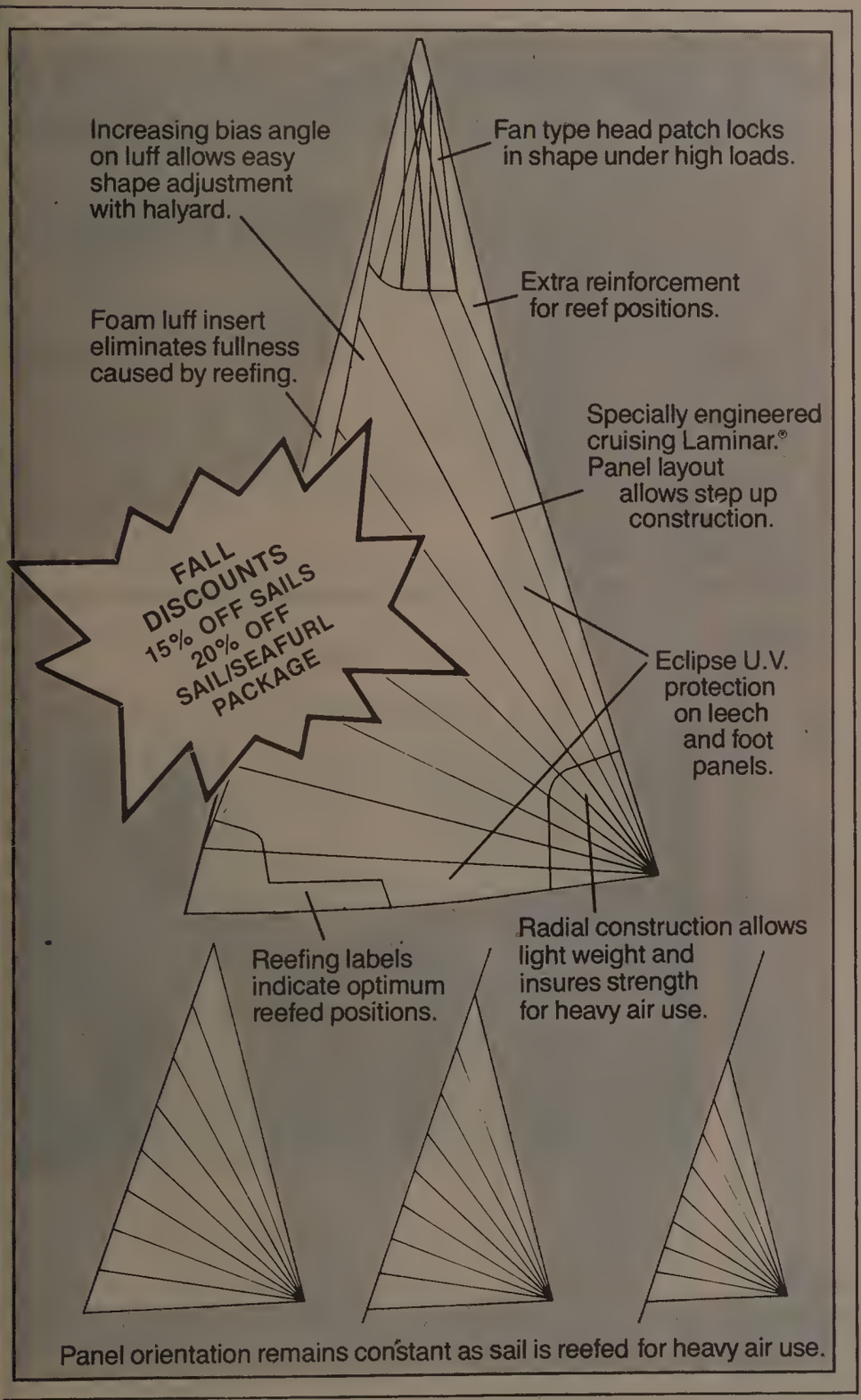

Our sail designers have used the high technology available at HOOD to produce the first roller furling-roller reefing Genoa to take advantage of the recent, dramatic changes in materials and the sailmakers' art.

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Our HOOD/Net computer system helps us to design an optimally shaped sail and brings high performance to roller-furling Genoas. That computer system, using data on your boat and local sailing conditions, will develop a perfect design for you in just a few minutes.

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The StarCruiser uses HOOD's exclusive Laminar® Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A StarCruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2 Genoa for racing.

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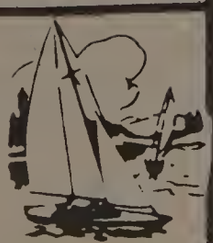

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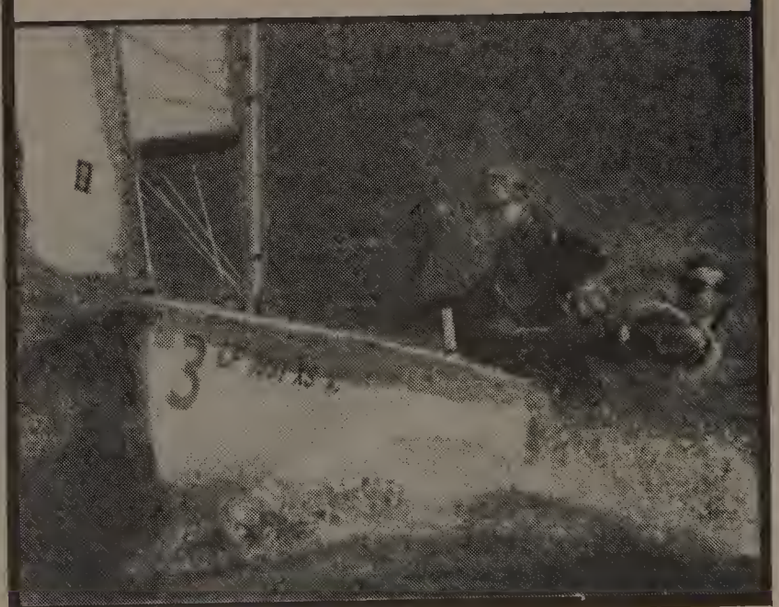

WHALES, AS STOCKING STUFFERS

Let us make clear: *These* whales are only about eight inches long, made out of very heavy brass, polished, with green felt on the bottom — and shaped somewhat like a whale with a big hook on its rostrum (that's the front of a whale, not the back.)

As we've discussed before, lofting is the drawing out of the lines of a boat-to-be full scale on the floor of the loft at the boat yard. In lofting, these little whales are used to hold exact curves in the thin strips of wood used as long rulers. It's not our idea; boat builders have been using whales for centuries. We don't know who started it, or why they're shaped as they are, or who started calling them whales.

Anyhow, a customer of ours was poking around in the loft recently and spied one of these whales, picked it up and wouldn't put it back. Now, one whale is of very little use. He said he wanted it for his desk, that it was very authentic. Mainly, it is very heavy. Understand, these are *working* whales; they are cast for work, not show, and are not exactly flawless creations that have been lolling around museums or gift shops. So we have no explanation. But he's a customer so we gave it to him.

We sold it to him, actually. We are not in the business of giving away brass castings.

Of course, we are not in the business of selling brass castings either, we're in the boat yard business although you would hardly know it from this ad. But then one customer told another, and then several more, and now, we've got a bunch of these whales cast and polished, and, due to popular demand, as they say, we are selling them. If you would like one — or, given the season of the year, know someone who would — they are $45 each at the boat yard, until we run out. We think you use them on a desk.

This has got to stop. Next thing, we'll be staying open late Christmas Eve.

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LETTERS

□NO THANKS FOR THE MAMMERIES

What is it with men anyway?

Before taking off on a cruise to Mexico this winter, I used to work on Columbus St. in San Francisco, a few blocks down from Broadway. Much to my chagrin, each morning and each evening I had to walk by the disgustingly sexist neon sign for "Big Al's" nightclub. Many of you have probably seen it. It's about 30 feet tall, and is of a woman whose nipples are flashing red lights. When we finally sailed

There's no relief from sexist architecture.

out under the Gate, one of the things I was delighted to be leaving behind was that revolting insult to women.

But maybe there's just no getting away from that kind of thing in a man's world. We recently dropped the hook for a few days in Coronado's Glorietta Bay. I was dropped off at the dock — you're not allowed to tie up there — to speak with the Harbormaster. Having taken care of my business I walked around the nearby park. It was beautiful, with well-tended green grass, trees — and 'it'.

I've enclosed a photograph of what apparently is a recently completed restroom facility; a restroom that because it's round and has a protuberance at the top looks exactly like a woman's breast — albeit a cement and brick one. When I read the little plaque attached to it, I was mortified that such architecture had been approved by a city council of which half were female!

"Maybe I'm being a little too critical," I thought to myself, deciding that having had to look at Big Al's sign for so many years that perhaps I was seeing things that others weren't. That notion was disproven about two days later. Again I was ashore near the Harbormaster's office, talking with the husband of a couple we'd met in Santa Barbara. "Where's Joyce?" I asked. "Oh, she'll be here in a minute," the husband said, "she's just over there using the breastroom — uh, I mean restroom."

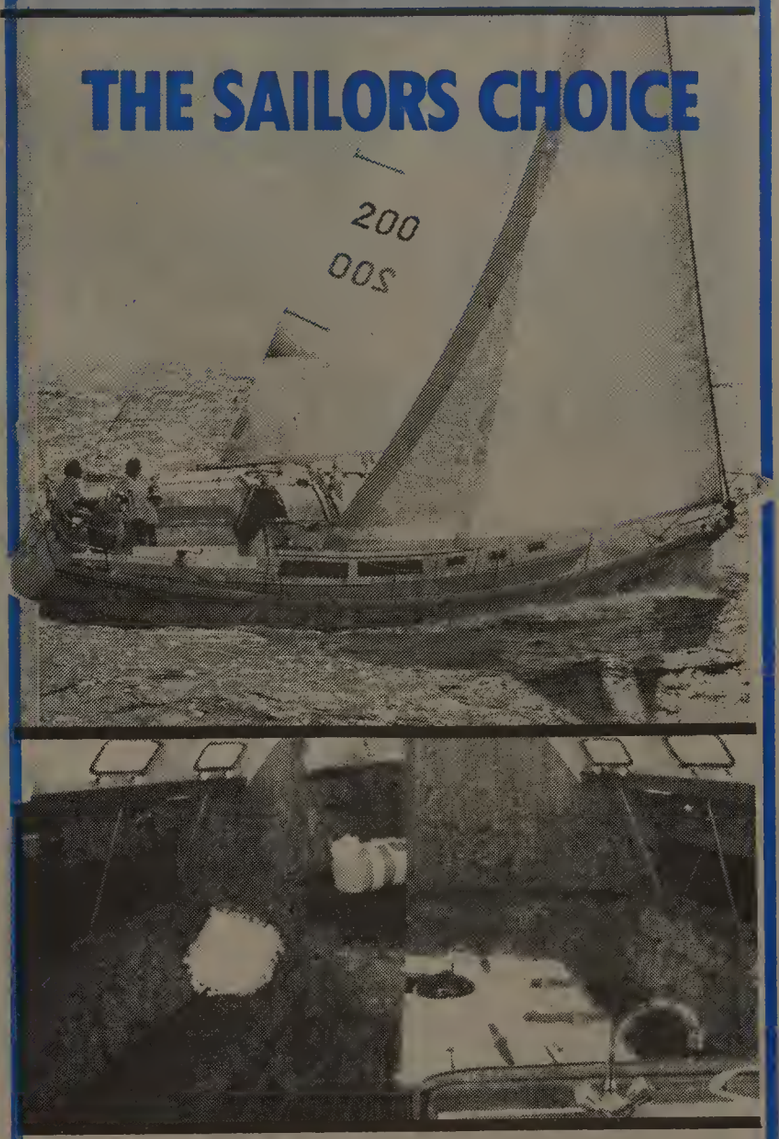
I felt like smacking him, but I knew that he was just reacting biologically. It was really the architect's fault — and the fault of those who approved the design.

A week later I had to drive up to Burbank to visit my aging parents before taking off for six months in Mexico. It was on that drive I saw living end of male-created architecture. Have you ever driven by the San Onofre Nuclear Power Plant at dusk? It looks like there's two big Glorietta Bay restrooms there — in other words two huge breasts. Atop the protuberance of each is a flashing light *a la* Big Al's disgusting neon sign I was so happy to leave behind in San Francisco.

Sexist architecture is unnecessary; square or rectangular bathrooms are just fine — in fact they utilize space more efficiently. I've seen Chernobyl; nuclear power plants don't have to look like something a horny architect came up with late one night.

CATALINA 34

THE SAILORS CHOICE



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"I bought a StackPack for easier mainsail handling. What I *got* was a competitive edge!"

Flash! WINDJAMMER joins DOYLE

Tom McManus ordered a StackPack for his Swan 44 because he wanted a mainsail that was easier to handle for himself, his wife and two children, Carling age 2½, and Kelby age 1½.

Tom investigated all of the other mainsail furling systems, but was bothered by both the expense and diminished performance. Doyle's StackPack, with self-furling ability, intrigued him. (He recalled how much faster his boardsailer was with its fully battened main versus the conventional sail.)

Tom's convinced he got more than he bargained for. With his wife Patricia as navigator, he sailed *Diane* to second in class at his area PHRF Championship in a 95 boat fleet. The boat is faster than ever, whether racing or cruising, and Tom describes the silence when hoisting or lowering the sail as almost "eerie."

The crew of the yacht Diane.

If you're looking for an easier way to go sailing but still enjoy performance, let us quote you on StackPack. Find out why Warren Brown ordered a Doyle fully-battened main for his S&S 61′ *Warbaby* for her journey to Antarctica, why *Biscuits Lu* and *Spirit of Sydney* ordered the same for the BOC single-handed race around the world, and why Don Street ordered a StackPack for his Caribbean cruising.

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DOYLE
WINDJAMMER
SAILMAKERS

LETTERS

P.S. While very basic, the Glorietta Bay restroom is quite clean. That's something we women *do* appreciate.

Janet deRoss
San Francisco

□A COLLEGIATE BLAST

Sonoma State University would like to commend Shelly Graham, George Vasic and the group at Dry Creek Vineyards for their kind contribution to our intercollegiate sailing team. Each of them made it possible for the team to compete in Santana Race weekend that took place in October.

Shelly Graham, Santana 35 fleet association chair, did the legwork to find George, who graciously donated the use of his Santana 35, *Cheers*, to our team. Dry Creek Vineyards, our team sponsor and makers of fine wines, put up the insurance deductible and the entry fee.

The team racing was a smash, as was the party and the dinner. (Even the food fight.) Hurray also for the Berkeley Marina Marriot. Their facilities rival the best of any club, and they didn't even blink at the rambunctious Santana crowd!

Thank you all, we had a blast!

Don Brousseau
Sonoma State Sailing Team
Rhonert Park

□TANIA'S SPONSOR REPLIES

I just caught up with your October issue. It looks fat and as always is full of fun.

I was not too surprised to see the letter on page 63 from Alan Thoma, commenting negatively on Tania Aebi's voyage and on *Cruising World*'s involvement. In the two-and-a-half-years we've been running her stories we've heard from a few like him, too. Although we haven't kept count, I'd guess the mail has run something like five-to-one in Tania's favor. Lots of love letters from bored husbands, too.

But, I was surprised and pleased with your thoughtful response to Thoma. You're right in calling the effort to promote Tania and *Cruising World* hype. We're not treating her like other sailors, as you point out, because her voyage is remarkable. I remember well how Robin Lee Graham's stories in the *National Geographic* affected my life and the lives of many young men. Perhaps Tania's stories will in a smaller way have a similar impact. Let's hope so.

George Day
Editor, *Cruising World*

□FLOATING AN IDEA

My girlfriend and I have just returned from a one-week fact-finding mission to Puerto Vallarta. (Do you suppose this could be tax deductible?) This is a quick note to let you know that the city is still there and growing rather large. Lobster dinners are 28,000 pesos in most restaurants, but cervezas from the Corona factory are about 4,000 pesos a case! Not counting deposits.

To let you know the power of *Latitude*, we told the owners of the restaurants we were roving reporters for the magazine. At this point we were generally charged double or only given 1,000 pesos per dollar in exchange. I knew we should have taken our t-shirts (one medium, one X-large; hint, hint).

Other than all the construction and the increase in prices, all else is about the same. Yelapa is still primitive and raw lobsters are available for 2-3,000 pesos.

Now to earn the t-shirts. I recall a letter requesting information on portable internal flotation. Enclosed you will find a brochure obtained

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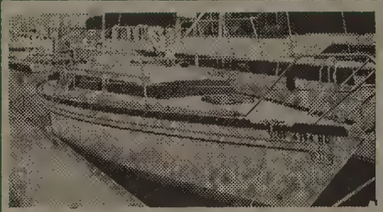

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at great personal time and expense that surely will earn us our coveted tee's (see sizes mentioned above). As you can see, a mere $300 would have kept that J/24 that broached and sank in the Bay afloat until pumped out. Food for thought.

In closing, I would like to say I have always liked your magazine (including the new classified format), but the amount of bitching letters going back and forth about the same subjects gets old and takes up valuable space that could be used for more articles on boat prep, equipment comparisons, etc. How about a symposium format on preparing a cruiser/racer for Mexico and beyond, using some of our great local talent?

Hal Braun and JoEllen
Redwood City

Hal and JoEllen — Thanks for the information on the flotation system, which we report on in more detail in Sightings. *It looks like a terrific product, although we'd have ever so slightly more confidence in it if the distributor could spell 'flotation' correctly.*

We'll put your name down for t-shirts, but we're changing screen printers and won't have new ones until after the new year. So hold off a while on your next trip to Mexico.

As for the controversies in Letters, *you have to remember what's boring to some is of the utmost interest to others. Since few magazines give readers a chance to vent their spleens in detail, we normally like to let people have their say. But we'll review it.*

☐PLASTIC VERSUS PLATH'S

I'm writing in regard to Macey Casebeer's *Sightings* on *Plastic (fantastic?) Sextants.*

On the first Whitbread Round the World Race ('73-'74) aboard *Sayula II*, I brought along my standard Plath sextant. Also onboard was a Plath 'Yachtsman' sextant which, although not plastic, was smaller, lighter and easier to clean.

I wound up using the 'Yachtsman' almost exclusively for the sun shots; my larger sextent was only required when shooting stars. (Besides, since the small sextant belonged to the boat and the large Plath was my own personal property, I selfishly tended to try to keep mine out of harm's way.)

In regard to plastic sextants, I once held school-call on a calm day (nobody seems to want to learn when it's rough) using two different plastic sextants and a standard Plath. As I recall, the plastics were about 10 to 15 miles off from positions achieved with the Plath, and tended not to be consistent. We rotated sextants to eliminate any 'skill-factor'. Of course, 10 to 15 mile accuracy is good enough most of the time — just so long as you're not trying to make landfall on Rangiroa or some other small atoll.

Ray Conrady
San Francisco

Readers — Some of you may remember that Sayula II, *a Swan 65 owned by Mexico's Ramon Carlin, won the first Whitbread Round the World Race.*

☐THE NON-EXISTENT SAILORS

While certainly not a novice in either years or experience (I've owned and sailed boats in the Great Lakes, Florida, the Keys, the Bahamas, San Francisco Bay and up and down the coast of California), I nonetheless seem to have joined a very large group of mariners that seem *not to exist!*

At least that would appear to be the case since you never mention them and I don't know how to find them. Is it because this group doesn't qualify as 'real' sailors?

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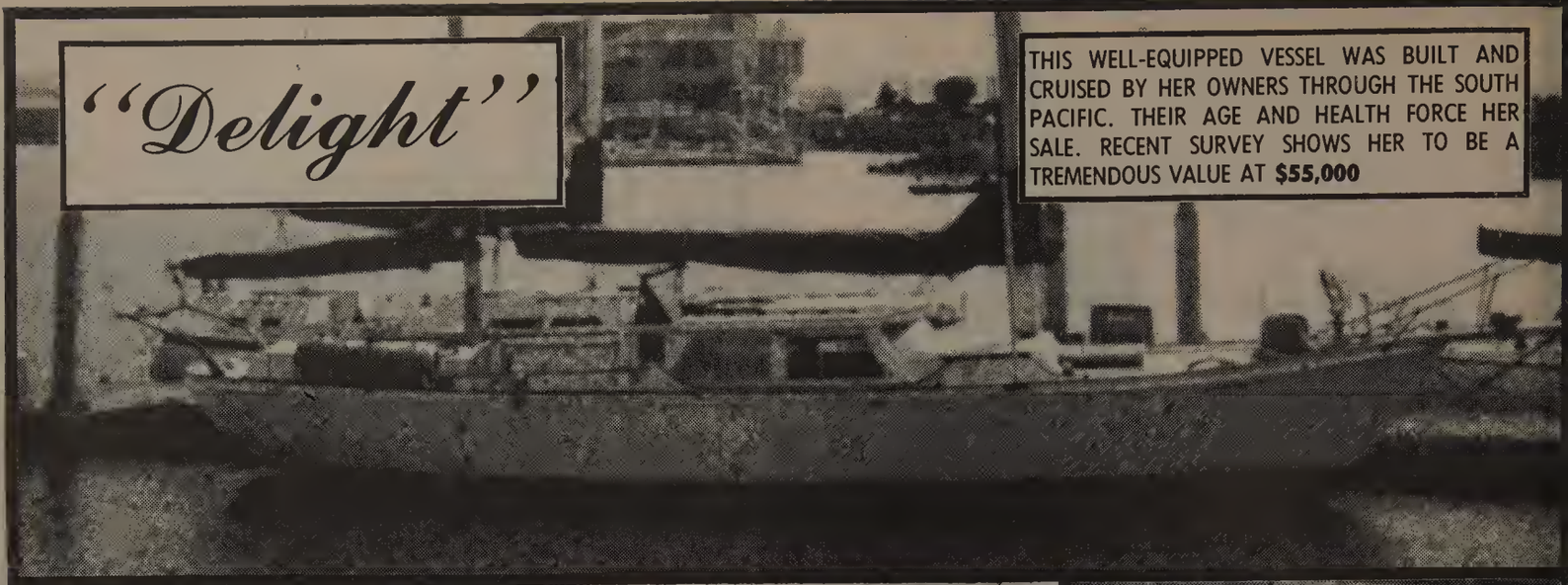

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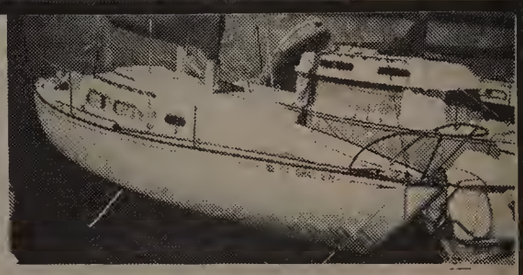

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47' CHEOY LEE	105,000	34' FAST	52,500				
46' ROSBOROUGH	125,000	34' WYLIE	47,500	30' PEARSON	26,000	27' C&C	26,500
46' SEA EAGLE	124,000	34' PEARSON (2)	75,500	30' PACIFIC	11,500	27' CAL	14,000
45' GARDEN ketch	60,000	34' TARTAN	57,500	30' CATALINA (2)	30,000	27' CAPE DORY	29,500
42' EXCALIBUR	119,000	34' WYLIE	47,500	30' ERICSON (4)	22,500	27' CATALINA (3)	9,999
42' PEARSON 42.4 (2)	119,500	34' NORTH COAST	46,000	30' HUNTER	34,000	27' CHEOY LEE	17,000
41' MORGAN OI (2)	115,000	33' NEWPORT	53,000	30' ILWACA	15,000	27' CORONADO (2)	12,000
40' PEARSON	93,000	33' NORWEST YACHTS	58,000	30' ISLANDER (2)	29,500	27' GAFF cutter	8,000
40' CHALLENGER	69,000	33' PEARSON	84,500	30' ISLNDR BAHAMA	35,000	27' SANTANA	14,500
40' CHALLENGER	79,500	33' WAYFARER	24,000	30' NEWPORT	29,000	27' TARTAN	20,000
40' MOTIVA	90,000	33' YAMAHA (2)	37,000	30' PALMER JOHNSON	35,000	26' BALBOA	10,500
39' O'DAY	92,000	33' PETERSON (2)	45,000	29' .9 BRISTOL	34,950	26' CHEOY LEE	17,000
39' FOLKES	69,000	33' ISLANDER	24,000	29' BRISTOL	29,000	26' COLUMBIA (2)	9,850
38' CATALINA (4)	55,000	32' ERICSON	29,000	29' CAL (3)	19,500	26' PEARSON (2)	10,500
38' KETTENBURG	18,000	32' ARIES	35,900	29' CASCADE	31,000	26' RANGER (4)	9,000
38' ERICSON	95,000	32' ALOHA (2)	60,000	29' COLUMBIA	20,000	26' SEAFARER	15,000
38' C&C LANDFALL	65,000	32' CHALLENGER	39,500	29' ERICSON (2)	25,000	26' TARTAN	18,000
37' O'DAY	64,000	32' COLUMBIA 9.6	32,000	29' J/BOATS	37,500	26' MERIDIAN	
36' CHEOY LEE	59,500	32' COLUMBIA SABRE	9,200	29' POINTEN	32,000	25' CATALINA	13,750
36' ISLANDER	55,000	32' FUJI	45,000	29' RANGER	21,000	25' CHEOY LEE	9,500
36' ISLANDER (4)	42,000	32' PEARSON	42,800	28' COLUMBIA MKII	24,000	25' CORONADO (2)	8,000
36' CHEOY LEE	59,000	32' PEARSON 32-3	51,000	28' ALBIN MARINE	34,500	25' ERICSON	13,200
36' CHINOOK	30,000	32' UNION	59,500	28' CAL	13,000	25' KIRBY	11,950
35' COLUMBIA	44,500	32' VALIANT (2)	65,000	2B' COLUMBIA	15,000	25' O'DAY (2)	9,950
35' CHALLENGER ketch	53,000	31' C&C	37,000	28' ISLANDER (2)	31,000	25' PEARSON ARIEL	6,500
35' ERICSON (3)	34,750	31' ERICSON	49,500	28' PEARSON	24,500	23' COLUMBIA	5,995
35' FUJI	55,000	31' PEARSON sloop	37,000	28' RANGER	19,500	22' CHRYSLER	6,500
35' SANTANA (2)	55,000	31' CHEOY LEE	33,000	28' ROYAL CRUISER	24,500	22' COLUMBIA	2,500
35' SPENCER BOATS	45,000	31' SEA EAGLE	47,000	28' SEAFARER, Rang	12,500	21' YNGLING	8,000
35' CAL	68,500	31' ANGLEMAN	34,000	2B' COLUMBIA MKII	24,000	17' MacGREGOR	3,000
34' CAL (4)	44,500	31' ALLMAND YACHTS	39,000	27' SUDDEN MULL	17,000	13' SUN FISH	750.00

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LETTERS

As an actively retired entrepreneur, I opt for a sailing style that will take me — as the song goes — "From California to the New York Islands". In other words, I bought a 25-ft trailerable sailboat. Does that explain the mystery above?

Last year, I trailered my new boat to Florida, had a beautiful seven months on the Gold Coast, and in the Keys and the Bahamas. Then it was back again to Inland Marine Boat Repair in Sebastapol (now owned by my sons) for some changes in rigging and outfitting. With that done, I'm ready to go again. But that's where I need help!

I'd sure like to meet some other dude for a convoy trip somewhere. Florida or the Sea of Cortez in winter, British Columbia or New England in the summer. Of course, there's the coast of California and some crazy lakes in this country to gunk around in, too, where the fishin' is good.

And perhaps is there an adventurous lady out there who would like to join me for part — or all — of any of these excursions? I'd sure like to hear from her also! Any help?

Walt Moffett
P.O. Box 1108
Sebastapol, CA 95472

Walt — Perhaps you've missed a few issues, because it's certainly not accurate to say we don't mention trailerboat sailors. Just a month or so ago we wrote about a couple taking their West Wright Potter 19 up to Princess Louisa Inlet in British Columbia and we've written countless pieces about folks taking trailer boats to Mexico. And we're waiting for more.

If you're looking to 'convoy' to the Sea of Cortez, consider joining Vagabundos del Mar *trailerboat and travel club: Box 824, Isleton, CA 95641 or (707) 374-5511.*

☐CURE FOR RUSTY CLOTHES

My complaint about the *mordida* at the Loreto airport is getting some attention. Or so I judge from the fact that the office of Lic. Ricardo Garcia Soto knows who I am after several calls from Loreto.

Some items for you:

✓ After having many crimp terminals fail over time, I have concluded that the plier tool sold for crimping is inadequate. If you don't have the ratchet type tool, then use the crimp tool to hold it in place while you solder.

✓ Naval Jelly, sold to remove rust from parts and tools, will take rust stains out of clothes without damage — if you wash them right away.

✓ If you use a computer on board, having the generator quit can cause the loss of an entire file. For an uninterruptable power source, use a generator, and then run from a 12 volt DC to 110 VAC inverter. The generator supplies the power, and the inverter carries the load if the generator quits.

✓ Don't forget to disconnect antennas if there is a chance of a lightning strike. The best arrangement is to connect the antennas to ground through a connector and cable during the storm.

Bill Steagall
Yacht *Inspiration*
Loreto, B.C.S.

☐ANOTHER CONTRIBUTOR TO TRANSATLANTIC ASSAULT

Max, I just read your article in the October issue about sending a radio-controlled boat across the Atlantic. Great idea! It's real sailing without the seasickness.

If it's a serious idea, I have an offer to make. My boss, who also thought it was a great idea, and I would like to help. We are a design

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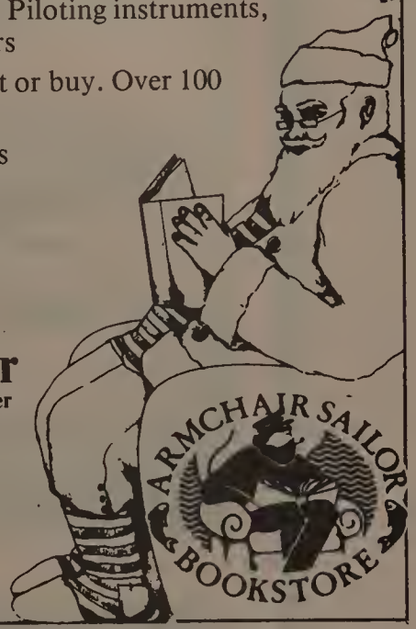

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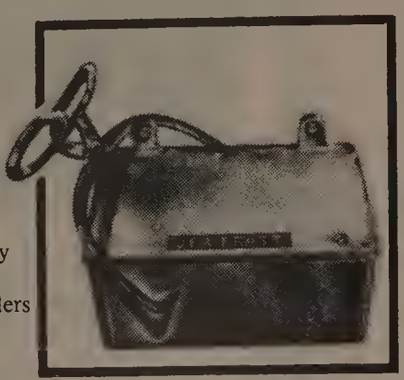

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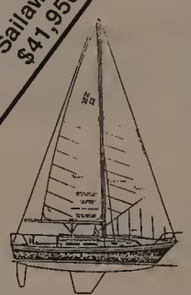

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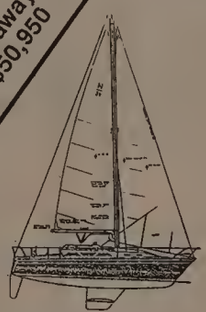

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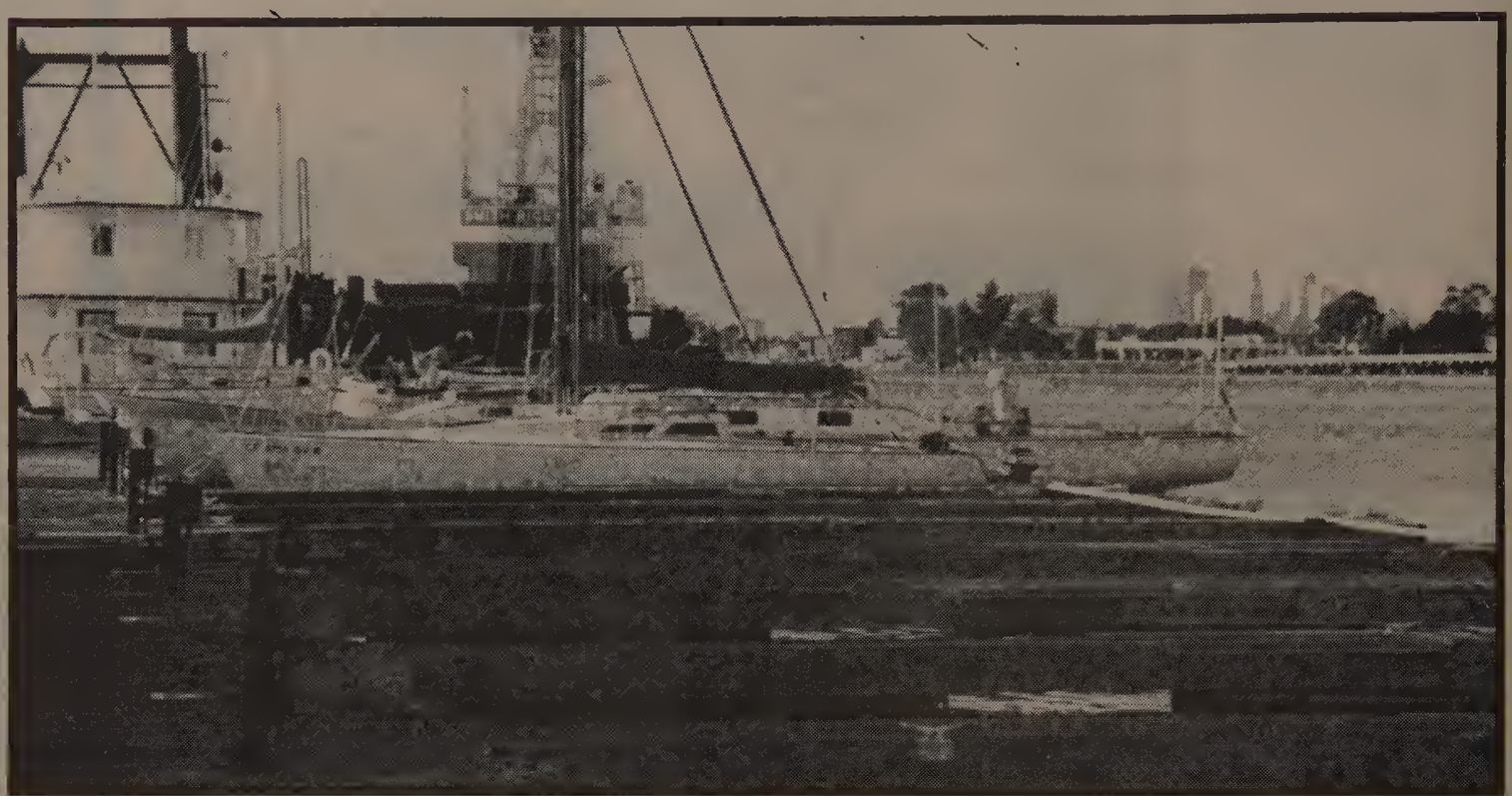

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LETTERS

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If we can be of assistance, please let me know.

Jeff Fine
Phase One Solutions
San Rafael

Jeff — We're passing your offer — along with the others — to Max and Lee. We're surprised at the amount of interest there seems to be in such a project; so for all we know, it may come to fruition.

☐THE REST OF THE STORY

It was with some personal interest I read your notation that Columbus lost his flagship, the *Santa Maria*, on Christmas Eve, 1492, on a reef of the north coast of what today is called Haiti.

Unfortunately, you didn't finish the story.

Seeing that the *Santa Maria* was hopelessly stuck on the reef, Columbus arranged for nearby Indians to help salvage the ship's precious cargo as well as the timbers and rigging. Everything was carried by canoe to the settlement of La Navidad on December 26.

Since there wasn't room for all of the *Santa Maria* crew on the *Nina* and the *Pinta* for the voyage back to Europe, 39 crewman were ultimately left to man La Navidad, Spain's first settlement in the New World. Included in this group were a carpenter, a physician, a tailor, a caulker, a cooper — and me, in one of my previous lives — a gunner.

Columbus had given us strict instructions on what to do until he returned: use the ship's timbers to build a fort, and protect it with a moat. But you know how unsupervised men behave in the tropics — especially when there is plenty of fresh food and passive Arawak Indian women around. All of us have been forbidden by pact from telling exactly what happened. The record shows, however, that when Columbus returned 11 months later, our settlement was burned and we were dead. Dying was bad enough, but seeing how history has pretty much forgotten us hurts even more.

Sylvia Rubenstein
Friend of Shirley
Beverly Hills

☐EQUAL TREATMENT UNDER THE LAW

Isn't it clear? From Thailand to Tiburon, boat people are not welcome.

The vaunted rights of the United States citizen, not surprisingly, consist of *Catch 22* and the assurances that the rich, too, are prohibited from sleeping under bridges.

Chuck Warren
Berkeley

Chuck — In some cases the rich are allowed to — so to speak — sleep under bridges. There are, for example, some Tiburon and Belvedere boats moored on public land that Supervisor Aramburu and the others haven't objected to. What is it about those boats or their owners, we wonder, that they should be treated differently?

☐A SAILING TRI-BOATATHLETE

My letter is in reply to Mike Hempel's Hobie Cat *Letter* that appeared in the November issue. A few facts and questions should be raised.

Did he sail with a buddy boat? It's a serious error in judgment not to do so in rough conditions.

Were both he and his crew wearing wet or dry suits with life-

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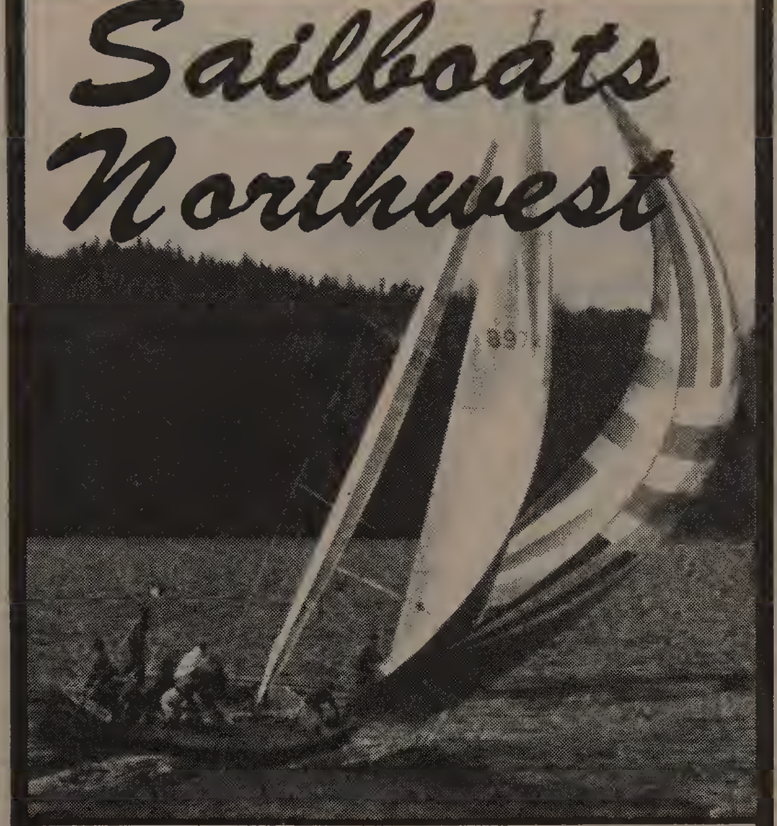

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OTHER BROKERAGE

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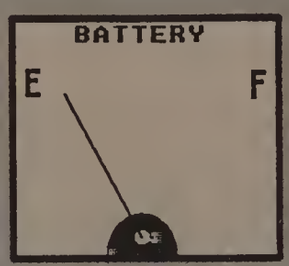

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LETTERS

jackets? Most Hobie races on the Bay require that wet or dry suits be worn. Lifejackets, of course, should always be worn.

San Francisco Bay is an excellent place to sail Hobie's. In 1984 the Hobie 18 Nationals were run off the Cityfront. This year Hobie Division Three (Northern California) Championships were run at Richmond and the Hobie 16 Nationals just finished at Coyote Point.

Nonetheless, people need to exercise good judgment before sailing the Bay, especially regarding their ability to handle rough conditions. Race committees will usually only start the more experienced A fleets when it's rough.

Conditions do vary in different parts of the Bay. Berkeley is one of the rougher areas, while Richmond normally offers more protection for launching and sailing.

I helped found Hobie Fleet 87, the original Bay Area fleet. I have raced multihulls and Hobie's all over the world — including Berkeley. I still race Hobie 18's, Finn's, and cruise my Ballena Bay berthed Catalina 36.

Richard Stout
Catalina 36 #358
Hobie 19 #9510
Finn #1067
Santa Rosa

☐UNSOLICITED GUIDANCE

This is a word of warning to those planning a trip to Cabo and the Sea of Cortez. There is a disease that has infected a large group of cruising sailors inhabiting these waters. It is known as the Tongue Wagging Master Mariner Syndrome. These people cannot stop themselves from talking, and they are happy as larks when they have an audience for the dissemination of their nautical knowledge.

These chattering magpies will give you advice and opinions on everything — and I mean everything. You will receive lessons in Dishwashing 101, Advanced Anchoring Techniques, and Complete Cooking Classes. Though some of this information will certainly be of value, much of it will not. And these constant, repetitious lectures will soon become *boring*! Especially when the tips and guidance are pressed on you by those with little cruising experience.

As newcomers arriving to the Sea, you will be highly sought after by those who feel they are experienced and you are not. Whether this is your first trip or your fifth, it doesn't matter; you have just arrived. I have seen seasoned sailors receiving unsolicited guidance from those who are barely salty behind the ears.

When not giving advice, these nautical newsmongers just want to talk. One dark and starry night a group of us were quelled by a man so afflicted with this verbal diahrrea that it was painful to listen to him dribble out a 90 minute dissertation on his discoveries made in the Sea of Cortez. Hidden by the dark, our eyes glazed over, a few shutting tight. This man had the stage all to himself. A master filibusterer he was.

Remember, this disease is extremely contagious. Avoiding the sermonizing sailor is of utmost importance lest you too fall victim to the Tongue Wagging Syndrome.

An Anonymous Baja Cruiser
Mailed from Marina del Rey

A.A.B.C. — We know exactly what you're talking about, both because we've heard it and unfortunately because we've probably dished out a little bit of it ourselves.

Who can explain why? We figure it's due to our having accomplished something we weren't really sure we were capable of. When we discover we indeed could do it, we become full of ourselves and try to pass out gems of our 'wisdom' to anyone, whether they care to

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LETTERS

hear or not.

Thanks for the warning, Anonymous.

☐TRY MAUI

Aloha.

It rains in Hilo, but your picture on page 144-145 of the November issue is not of Hilo.

Try Kahalui, Maui. No Iao Valley or quonset huts in Hilo.

I have not been everywhere and done everything yet!

Carol Soderlund
Kailua, Hawaii

Carol — We remember the day we took that photograph as though it were yesterday — and could swear that we were in Hilo. But we'd been travelling hard, and if you say we're wrong, we'll take your word for it.

☐STUPIDITY LIKE THAT

I was disturbed reading your *Sightings* item in the November issue about the two boats partying in the Pacific High. Judging from the recklessness, the "Children's Hour" radio contact is correctly named.

I'm sure *Allure's* owner, Mr. Jacobson, and his insurance company are still laughing about almost losing what's at least a $150,000 yacht to a silly prank. I'm sure Bruce Graham and his crew weren't concerned about the consequences had they not been able to catch the boat they'd willingly abandoned in order to party on the other boat.

If *One-Eyed Jack's* engine had failed or if they'd been unable to get through and report *Allure* was proceeding without a crew, the boat could have ended up on the rocks. How would Mr. Jacobson have explained that to his insurance company?

It's stupidity like this that keeps our insurance rates so high. I hope the insurance company is aware of Mr. Graham's lack of concern for the safety of the vessel.

If Mr. Graham has sailed 100,000 miles, which I doubt, he certainly hasn't learned anything about the care and handling of a vessel. A professional skipper would not deliberately abandon his vessel in mid-ocean with the main up and the engine moving it forward at five knots with the autopilot on.

It appears that Homer Lighthall had enough sense to stay out of the childish maneuver. But how could these other idiots call abandoning their vessel in mid-ocean while under power a "logical solution". There were other ways to have accomplished the same thing without endangering the vessel. For example, either *One-Eyed Jack* or *Allure* could have towed the other.

I hope Mr. Jacobson has enough sense not to hire children to deliver his boat in the future. Also, I don't think the owner of *One-Eyed Jack* appreciated having his engine being maxed out for an hour or so as being funny either.

Capt. Neils Larson
Honolulu, Hawaii

Capt. Larson — We have to confess to a certain ambivalence about the incident. The vast majority of us agrees with you; that it was an idiotic thing to do. Yet there's a small part of our mind that rejoices in the fact that wild — but non life-threatening — stunts are still being pulled in this increasingly grim world.

Like it or not, we think it has to be recognized that a certain percentage of folks enjoy tempting fate a bit. It's far from uncommon, for example, for an entire delivery crew to take a dip in the calm Pacific High at the same time, leaving the mainsail up. It's the nautical version of Russian Roulette, for a sudden puff of wind would

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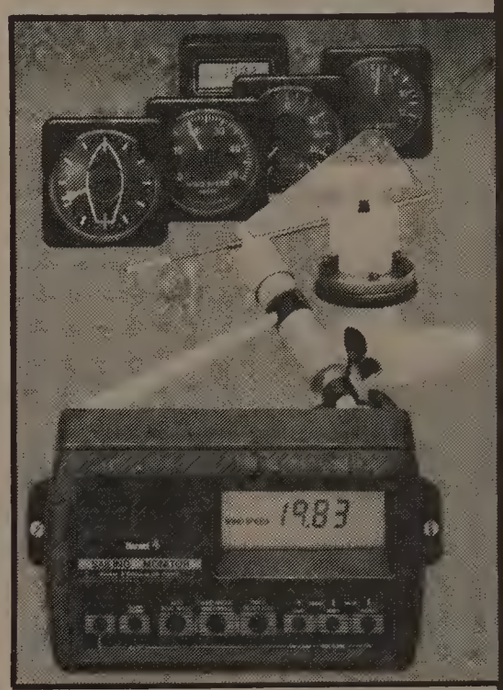

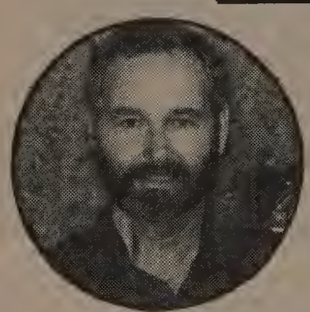

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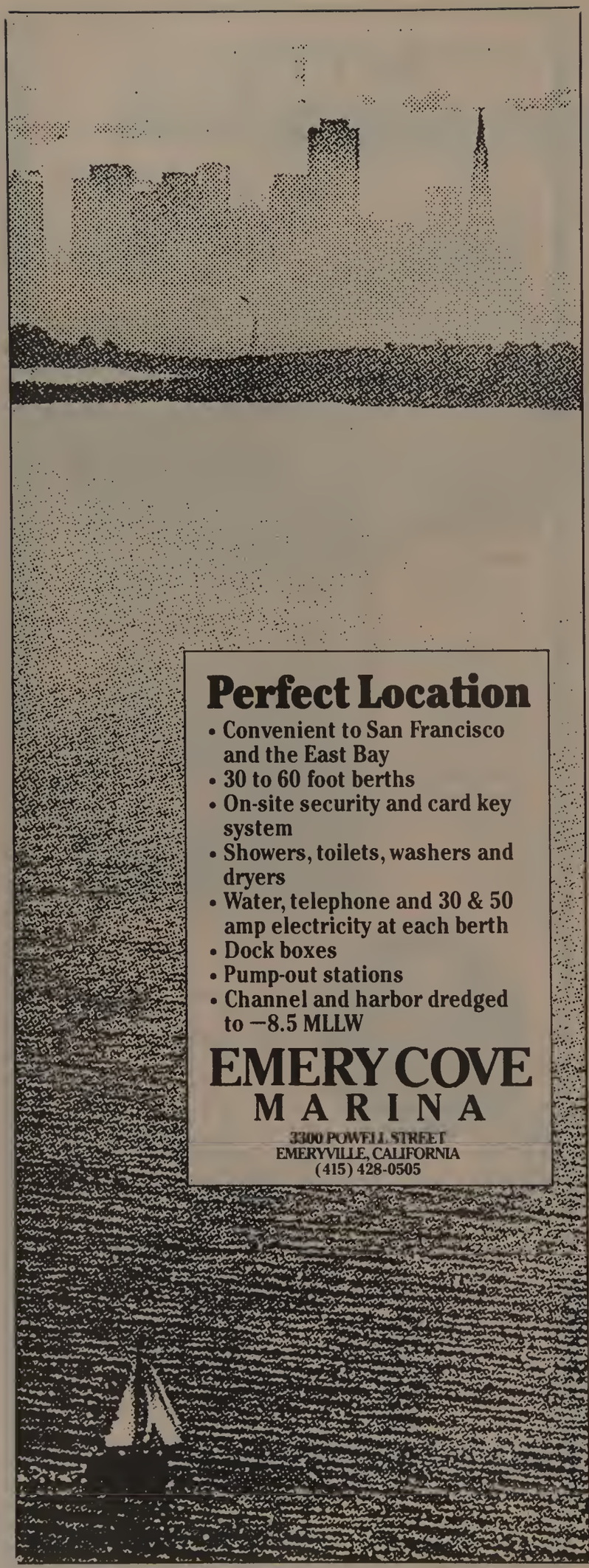

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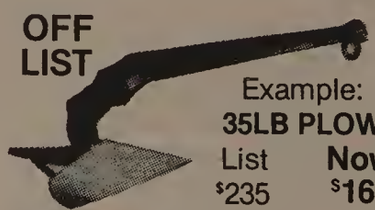

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LETTERS

more than threaten the safety of the boat; it would be a death sentence for the entire crew.

Of course, there's plenty of dangerous games we can play on land, too. One of them is recklessly passing along unconfirmed reports that might reflect badly on another person's character. The danger in loose talk like that is that it can often lead to lawsuit city — which is why we edited the 'rumors' out of your letter.

☐TWISTED REASONING

I've worked on San Francisco Bay for a few years now, and I've seen lots of stuff happen.

I've seen bridges built, tubes layed, harbors dug and levees filled in. I've seen high dollar ticky-tacky gingerbread bulls--t boxes cover once pristeen hillsides.

And now the miserable, self-serving batch of two-bit bureaucratic idiots at the BCDC are trying to tell me how much time I can spend on my own damn boat. The BCDC is, in its quest for eternal life and limitless power, kissing the pompous asses of a small band of limp-wristed, panty-waisted, quiche-eating, chardonnay-sipping, power-mad, wanna-be hillside dictators whose panoramic views are "marred" by a lifestyle that predates them by more than a century.

If the BCDC really wants to clean up the Bay, they should be looking at the refineries that dump more toxic waste into the Bay in a day than all the houseboats and liveaboards do in a year. And don't forget, we're talking about the natural processes of life as opposed to industrial death.

The fact that the BCDC, in its twisted logic, considers *me* to be fill, and hundreds of tons of industrial waste to be of no importance, is indicative of the mindset in which these people dwell.

The BCDC's twisted reasoning and abuse of power is indeed a sad commentary on the freedoms we Americans have enjoyed — and shall surely regret having lost if the petty bureaucracy is allowed to run amok.

Raymond Darr
Mighty Quinn
San Rafael

Raymond — While we think there's much truth to what you say, we think you'd be more effective if you refrained from name-calling. It's usually counterproductive.

If it's any consolation to you, what we've always considered the BCDC's political moves to get rid of liveaboards on the pretext of pollution and fill, has reportedly cost them dearly in terms of prestige and respect. Only a few years ago the BCDC had a reputation that was pure as the driven snow. As a result of their more recent adventures, however, a large number of former supporters have concluded that the agency has abusively used their 'environmentalist' reputation to impose their political will and to grow. A bold move, it may ultimately end up having been a huge mistake.

☐TO BE ACCUSED OF SLANDER

I never really wanted to be a writer because it seems no matter what you write, you're going to piss somebody off. But to be accused of slander, as I was by Karen Oyanduren in the November *Sightings*, wow, that's heavy.

While I believe Karen really wanted to accuse me of libel rather than slander, I'm really curious which doctor I supposedly wronged. Was it the one who misdiagnosed my appendicitis as amoebas or the doctor who smoked in the examination room?

I'm sure glad they don't sue for libel in Mexico. But then if Mexico had sue-crazy lawyers like here in California, they'd be after me to slap the first doctor with a malpractice suit since my appendix rup-

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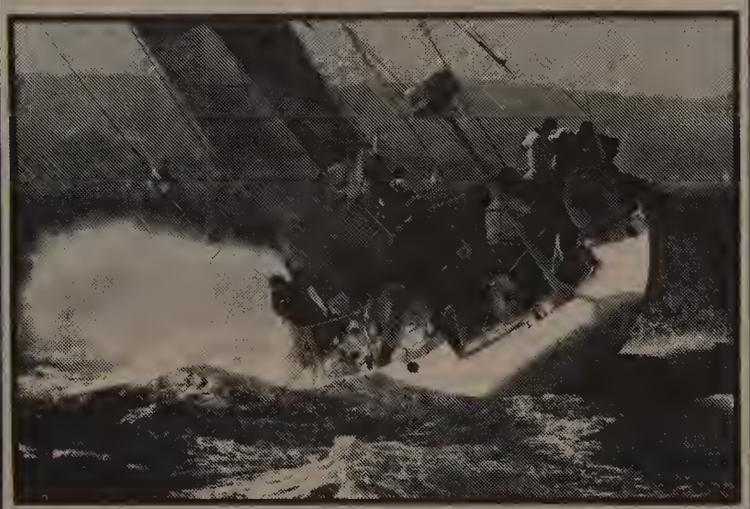

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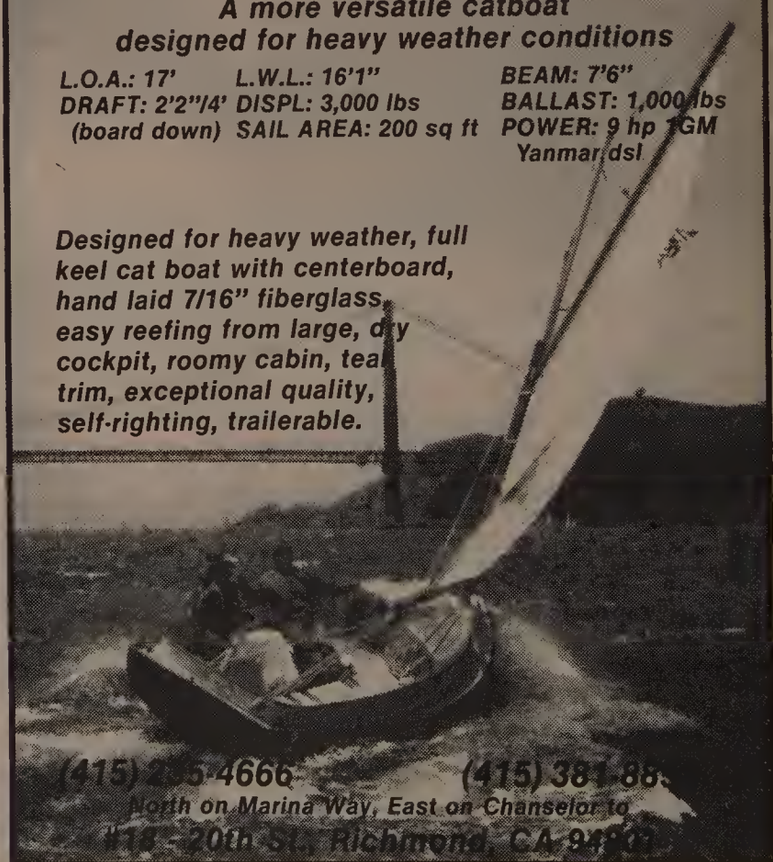

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tured four hours after my second visit to his office. He's the best doctor in Cabo?

I can't help but wonder if Karen had gone through all the pain, suffering and financial loss I did, all of which could have been avoided by a correct diagnosis, would she still feel the same way toward the doctor?

Marc Hightower
Free Bird
Toyon Bay, Catalina

Marc — It seems to us there's plenty of room for both you and Karen to be correct without contradicting each other. The simple fact may be that you were incorrectly diagnosed by the best doctor in Cabo San Lucas.

We can sympathize with your anger 100 percent, but suppose you need medical care in Cabo San Lucas again — such as Karen who recently gave birth to a son, Alexander. What else can you do but get treatment from whomever you think is the best doctor in town?

□THANKS AND WISHES

A follow-up to my *Left Hanging* letter published in your August issue.

I finally made contact with Peter Maddox of General Marine Transport. He is hard at work trying to get GMT (ship delivery service that transports west coast boats to and from Cabo San Lucas) operational. I hope his company takes off in a big way so that boats left stranded in Cabo, including my *Enjoyu*, will finally make it back home. I wish him the best.

At this time I'd like to thank the wonderful cruising people and others who helped me through trying times in Cabo this past spring. They are:

Morgan Campbell and Kathy McTaggart, *Black Orpheus*; Dave and Mellie Blundell, *Too Much Fun*; Ed Bray, *Del Viento*; Bill and Donna Harney, *Hana Lee*; Don and Edna Spencer, *Watercolor*; Charlie Albitz, *Sea Glory*; Bill Sheean, *Patience*; Bill Amberg and Dave Larson; Gil and Karen, Papi's Ice Cream Parlor & Deli; Dr. Alberto Acosta Ruiz; and, last but not least, the Port Captain and his English-speaking assistant.

To all — I couldn't have made it without your help. Again, thank you.

Joy U. Reynolds
Redondo Beach, CA

Joy — We wish you — and Maddox — the best.

□LOVE IN VANE

I am interested in purchasing a windvane self-steering system for my Catalina 36.

Are you aware of any information or articles in your publication or books which could help me evaluate this type of equipment?

Jerry Donen
Medical Lake, WA

Jerry — we haven't done any articles on windvanes in a long time, but you've given us an idea.

Meanwhile, you can check into books on the subject; a number of them have been written. We'd also consult directly with the manufacturers and retailers; while they're understandably biased in favor of their own products, they've got the most current information and model and the most experience. They may also be able to direct you to other Catalina 36 owners who are delighted with the vanes that have been installed on their boats.

Merry Christmas

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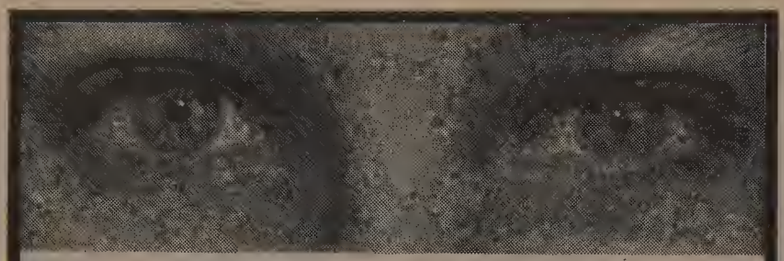

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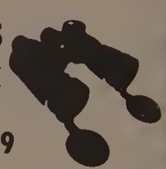

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LETTERS

☐LOCAL ANCHORAGE

Just for your information, the Coast Guard is proposing to "unlist" the small craft anchorages in San Francisco Bay.

They maintain that the effect of the proposal will be nil, the local jurisdictions are presently free to regulate anchorages which are listed and nominally under the Coast Guard.

The proposed regulations are in the final draft stage and will probably be published in the Federal Register around the first of the year.

Chuck Warren
Berkeley

☐GOD I WISH I WAS SAILING AGAIN!

After spending seven years in Hawaii, five of them as store manager at 'Pirate Pete's Ala Wai Marine. While there I sailed my H-28 (which a divorce swiftly lowered all costs on) and raced with the fine folks at the Hawaii and Waikiki yacht clubs.

Finding myself now relocated in wonderful Marin, I love it and almost everything is fine. The only problem was expressed in the Jimmy Buffet song, "So many nights I lie awake and dream of the ocean, God I wish I was sailing again."

Being that I'm new to the area and don't know that many people, I thought I might turn to good ol' *Latitude* for help.

I need a crew position on a 'fast is fun, but even faster is better' racing boat ASAP! I'm 33, love a still 30-knot breeze and those swell little waves we often get off Hawaii.

Hell, I'm so freaked out that I've gone and bought a water-bed complete with a wave-maker, high output industrial fan, and a fire hose sprinkler system. I have my roommate turn them all on in my direction while tossing sea salt in front of the fan. While the effect is close, it's still no cigar. If I could only figure out how to get the bed to heel over, broach and round-up once in a while, I might have something. Damn, this is serious and I know I can't hold out for another Crew List to come out.

It's getting so bad that I'm getting strange thoughts like buying a trimaran or even building a ferro-cement maxi in my basement. Since you can tell this is really serious, if you've got a good racing boat, call me at (415) 924-1300.

Bob Haas
Corte Madera

☐NO LABEL, NO ZINC-EE

I am trying to locate a zinc for the sail drive on my 1984 Lancer 40. I have tried all the Volvo zincs, but none of them fit.

My engine in my boats is a Mercedes Nannidiesel, but there is no identification plate on the sail drive — so I don't know who manufactured the lower unit.

Calls from anyone with suggestions or information would be greatly appreciated.

Jon H. Pliler
(916) 393-0737
Sacramento

☐SHOULD HAVE GOT IT IN WRITING

This letter has been in the works for months in the hope that the situation would have improved; but it hasn't.

When you put down your deposit on your dream boat at a boat show, we, owners of four previous boats, urge the buyer to beware. Know exactly what you are getting for exactly what price, including the breakdown of the cost of each particular item. Once that's all in writing, there's one final option to consider: commissioning.

During our most recent boat purchase, we found this obscure

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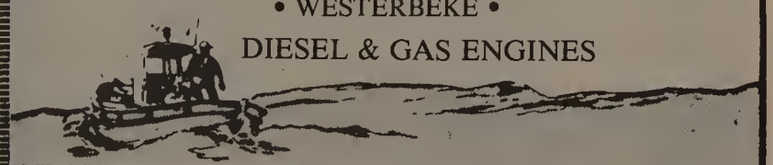

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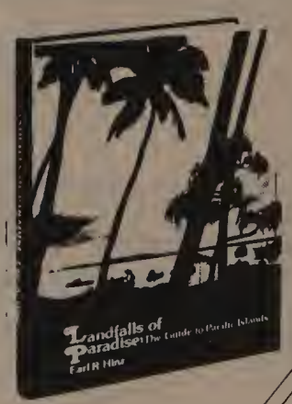

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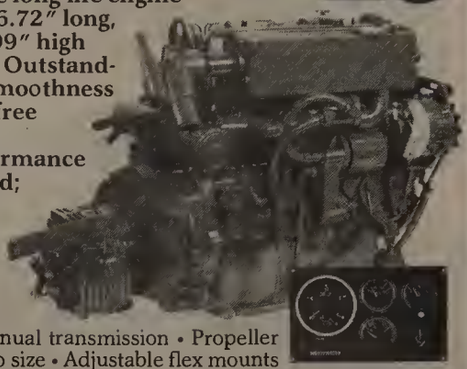

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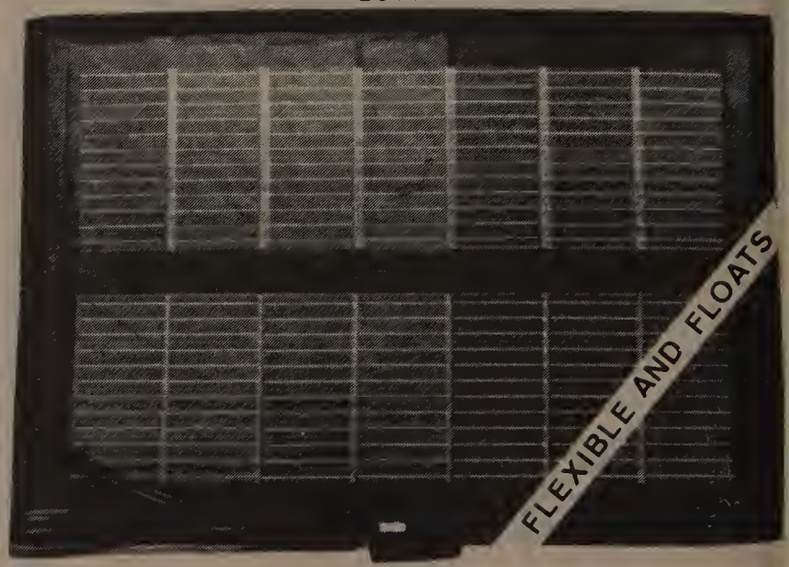

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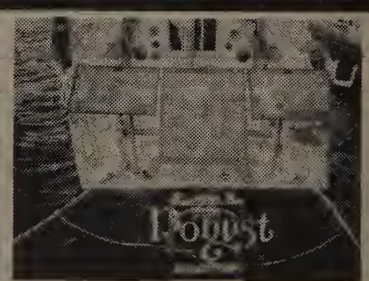

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LETTERS

word to mean different things to buyers than it does sellers. Since you'll be told, "If it isn't in writing, it didn't happen", you'll certainly want the four-figure cost of commissioning to be carefully itemized. If you don't do this, you're going to end up spending bucks you didn't expect to.

Besides commissioning, we also recommend you see that the date you sign the loan also be the date your boat is ready to sail. You don't want to find yourself in the situation where the salesman has all your money but the boat isn't ready to sail.

These above cautions come from two folks who learned their lessons through unhappy experience.

Although we live more than a two-hour drive from the various boats we've owned, for seven years we never missed our weekends sailing. Then we bought our 'dream boat' without following the admonitions outlined above.

We put down a deposit at the September '86 boat show, and in December turned over an additional large chunk of money. Yet we'd remain boatless for months to come.

When the boat's Los Angeles arrival was imminent in late February, we went ahead and signed the loan papers, starting the clock on the monthly payments. A week later we unpacked the gear for our boat — part of the commissioning? — and made plans for our first sail. It was then we discovered that the mast had been crushed in delivery. You can imagine our frustration at not being able to sail, and our anger at having to make boat payments while waiting for a replacement mast.

I could write another letter regarding masts and shipping, but I want to stick to commissioning. What we expected to be taken care of was not — despite repeated long distance phone calls. This included things like cleaning out the bilge, the completion of wiring, fixing damaged floor boards, putting the teak in finish condition, and so forth.

Trying to get some of the jobs done proved to be an exercise in futility. I do know that we paid another $500 for the teak, had to pay for additional berthing to facilitate the commissioning the seller did agree to do, and didn't get most of the repairs we requested. But the worst of all was that the boat was unsailable until June.

Having been paying for our dream boat since February, in October we were still taking care of little projects that we feel are part of proper commissioning. Things like taking care of a beserk bilge pump and a pressure water system that twice saturated the boat.

The late delivery was the fault of no one, but the boat-buying experience still would have been pleasant if only the salesman's handshake meant his promises would be kept. So boatbuyers takes heed, there are those that will take you for every cent they can eke out!

P.S. You printed one of my letters two years ago; it was about a cruise down the coast in our Catalina 30. (A great boat!). I mention this only to prove that we're not novice sailors and that we should have known better. While we love our fourth and 'ultimate' dream boat, we do feel that we've been taken advantage of monetarily. I apologize for requesting that our names and the boat name and type not be mentioned; since we didn't get it in writing, we have nothing to stand on.

Name Withheld By Request
Merced

NWBR — We're sorry about your disappointing experience, but hope that future boatbuyers will benefit from your advice.

It makes no difference whether you're buying a home entertainment center, tires, a car or a boat; you always need to get everything in writing. This should include exactly what's involved in the transaction and a detailed breakdown of the costs.

HUNTER

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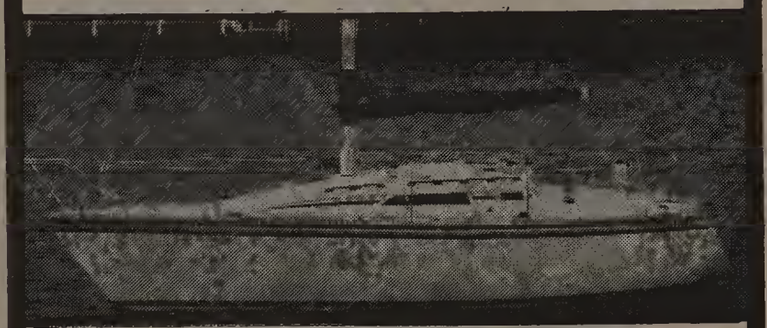

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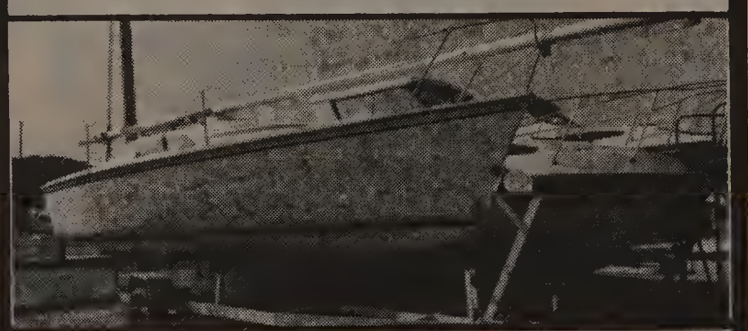

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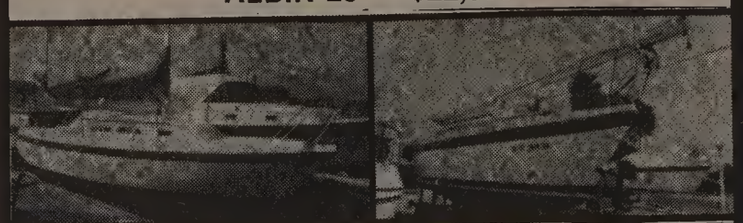

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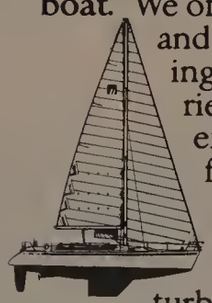

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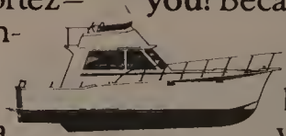

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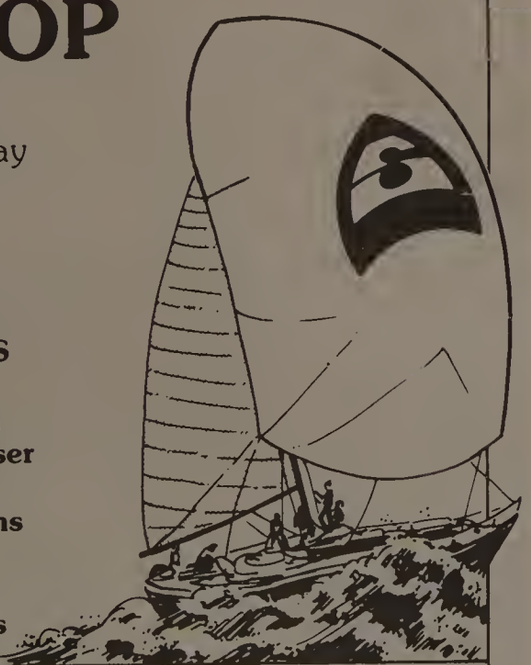

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LETTERS

This is not so much to protect you from devious sales people (although it helps for that, too), but to insure that both parties are clear on what the deal consists of. The problem with verbal agreements — and it's been like this since the beginning of history — is that they're so fuzzy they invariably led to disputes.

As for signing the loan papers, you don't want to do that until you've checked all the major components — such as the mast — and are sure the boat is pretty darn ready for sailing. Once you've signed the loan papers, you've lost all your leverage and put yourself into a very vulnerable position.

As for a June-launched boat still getting debugged in October, it may seem hideous, but it's not at all uncommon.

□SLUDGE OR SWEETWATER

I have been a Bay sailor since 1969, and have enjoyed and appreciated the Bay as a unique and irreplaceable resource. I have also worked for Chevron since 1968, and cannot help but react to the gross distortion of reality portrayed by Mr. Story's *Out of Balance* letter in your November issue. Mr. Story writes, "Chevron oil refinery in Richmond dumps thousands of gallons of untreated, highly toxic sludge right into the Bay." Nothing could be further from the truth.

I am proud of the fact that our treated water is consistently of higher quality than required by law. Any trace level of contaminants during the past year averaged more than 60 percent below the limits set by the Environmental Protection Agency and the San Francisco Regional Water Quality Control Board. *All* of Chevron's wastewater is fully treated in the refinery's wastewater treatment system. In just the past 2½ years, Chevron has spent over $45,000,000 on water quality improvement projects at the Richmond Refinery.

Of course, one real *test* of "toxicity" is whether fish can live in it. In addition to all of the trace chemical analysis tests, our effluent water must pass a difficult fish bioassay test for toxicity. This toxicity test consists of continuously pumping our pure effluent through an aquarium full of live fish. Chevron is proud of the fact that we were the first facility of any kind in the Bay Area to formally pass this test. We don't pass this with just any old fish. The Water Quality Control Board picked one of the most sensitive freshwater fish species they could find: baby rainbow trout. This is also a significant achievement considering that our effluent has about 25 percent of the salt content of Bay water — of course, young trout normally inhabit high-mountain waters with negligible salt content.

Mr. Story is concerned about Chevron building a deepwater outfall for its effluent. We did this to comply with the Water Quality Board's legal requirement in Chevron's discharge permit. As one of the Board's efforts to protect water quality in all parts of San Francisco Bay, they prohibit near-shore discharges which do not receive at least 10:1 dilution with Bay water. They require dischargers, both industrial and municipal, to meet this by constructing deepwater outfalls.

As you can see, the *facts* paint a significantly different picture than Mr. Story's "highly toxic sludge right into the Bay" letter.

As a long-time *Latitude 38* reader, I appreciate this opportunity to set the record straight regarding Chevron's effluent water. Once the facts are known, I believe our record of continued improvement in the quality of our effluent water demonstrates Chevron's commitment to environmental protection.

Steve Streib
Novato

Steve — Maybe Mr. Story confused Chevron with Los Angeles. The City of Angeles, as you might know, has been in violation of federal law for years now, being the only city in the United States to

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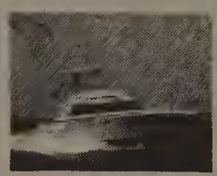

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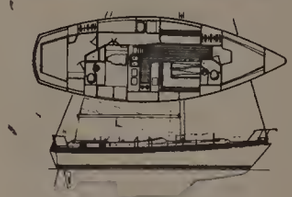

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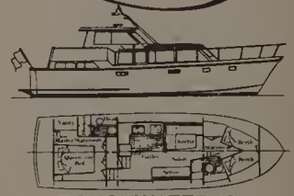

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LETTERS

still pump its sewage sludge directly into the Pacific Ocean. Pumped from the notorious Hyperion treatment plant at Playa del Rey to a deep water canyon seven miles offshore, many biologists contend the sludge has destroyed marine life in Santa Monica Bay.

Los Angeles cut a deal with the Environmental Protection Agency in 1980, promising to stop the dumping by July of 1985. They missed that deadline. They also missed the extension to February 1986. Just last month a program was instituted by which the sludge would be trucked to landfills at West Covina and Valencia. It's uncertain whether or not the halt in ocean dumping is temporary or permanent.

What's for certain is that the city of Los Angeles is the long time leader in ocean pollution.

As for Chevron's fish bioassay, we've heard one side argue that it proves there's no pollution and another side argue that it proves there is pollution. Having been lied to by industry, by the EPA, and most recently 'environmentalists', who the hell are we to believe?

□WELLS FARGO DELIVERS

Your editorial comment that "there must be another side to the story" that Michael Cooper told about his problems with his Wells Fargo boat loan was right on the mark.

We didn't respond to the initial letter he wrote to you because to do so would have violated the very nature of the confidential trust that exists between any bank and its customers. However, now that Morgan/Waggoner have written another letter about Wells Fargo, we felt we needed to make a general statement.

In Mr. Cooper's case, we did make a computer error that has since been rectified — we believe to his satisfaction. However, the scenario Cooper presented about how Wells Fargo handled the case and the facts involved was less than complete. It would be most inappropriate for us to provide any more details without breaching the confidentiality of Mr. Cooper's relationship with us. I'm sure if you were in a similar situation, you would not want confidential facts about your banking relationship to be printed for the public eye.

With the Morgan/Waggoner case, we could find nothing in our records to substantiate that at any time Wells Fargo offered a "boat show special". Since it is impossible to reconstruct who from the bank originally told them there was such a thing, we can only let the matter rest, having already reimbursed them the fee they did pay.

Incidentally, please add my name and telephone number to your files. I handle media relations for Wells Fargo, and the bank's public relations department is located in San Francisco's financial district. Twice now I have been perplexed about your reference to spokespersons in Walnut Creek who have refused to comment on customer's problems. Wells Fargo has no official spokesperson in that city — whoever you called with was correct in declining to talk with you, but should have referred you to me. In the future if you have questions about Wells Fargo, please feel free to call me directly.

Kim Kellogg
Assistant Vice President and
News Bureau Manager, Wells Fargo Bank

Kim — Thanks for the general explanations — and the phone number; we'll use it when the occasion arises.

The one thing that we've learned from this — the Michael Cooper case aside — is that there seems to be a great deal of confusion between consumers and lending representatives. We've gotten a number of letters from boat buyers who were surprised that there were loan fees or at the rate of interest they had to pay.

Just the other day, for example, we got a letter from a Michael Martorana of Millbrae. He wrote, "count me among the victims of

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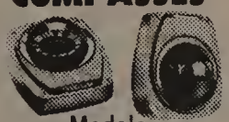

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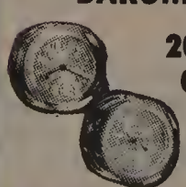

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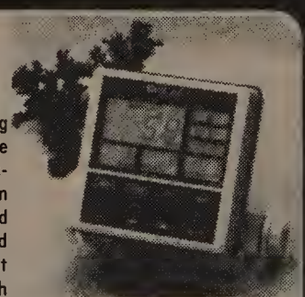

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LETTERS

Wells Fargo", because when his loan papers came through the rate was "a whopping 5% higher" than he'd believes he was told. For there to have been such a tremendous gap in the expected and actual rate means there obviously was some complete misunderstanding.

So be it resolved that all lending agents will be more careful to explain all the features and rates of a loan, and all consumers will listen a little more carefully.

Nice words about banks are normally few and far between, but we've got a couple for Wells Fargo. A year or so ago Wells, in recognition of tumbling interest rates, automatically lowered the interest rate on a number of boat loans — ours included. We, for one, would like to say 'thank you'.

□SELECTIVE RETENTION

I just wanted to give another point of view on the "buyer & seller beware" letters in the last couple of issues regarding boat financing — and certainly agree that "being aware" should be rule number one in *any* transaction.

I also have been working in the marine and home financing segment of Wells Fargo Bank for the past few years and wouldn't be doing so if they engaged in "deceptive" lending. (Not to deny your readers certainly had some real problems!)

And I've also seen where even with the most detailed explanation and disclosure of rates or applicable fees (*if* any; there aren't *any* loan fees on boat loans over a certain amount) people sometimes tend to have selective hearing — I certainly have been afflicted with that ailment when face to face with the object of my (purchasing) desire.

That's about it — just wanted to have the other side heard from.

P.S. On another subject — I was one of the "melting Fujica" victims. Much to my chagrin, they replaced the casing on my camera instead of opting for giving me the new model (sigh). But the good news is it seems to be holding up okay after a year.

Rita Gardner
Richmond

□THANKS FOR THE CHANCE

I'm in the Coast Guard in North Carolina now and can't find a copy of *Latitude 38* anywhere. I want a subscription so I can keep up with all the local news and cruising adventures.

I would also like to say 'hello' to Tom Martain and the crew of the Express 27, *Peaches*, and thank them for having had the chance to sail with them.

John D. Stevens
USCGC Point Martain
Atlantic Beach, North Carolina

□LAYING BACK INSTEAD OF BEING LAID-OFF

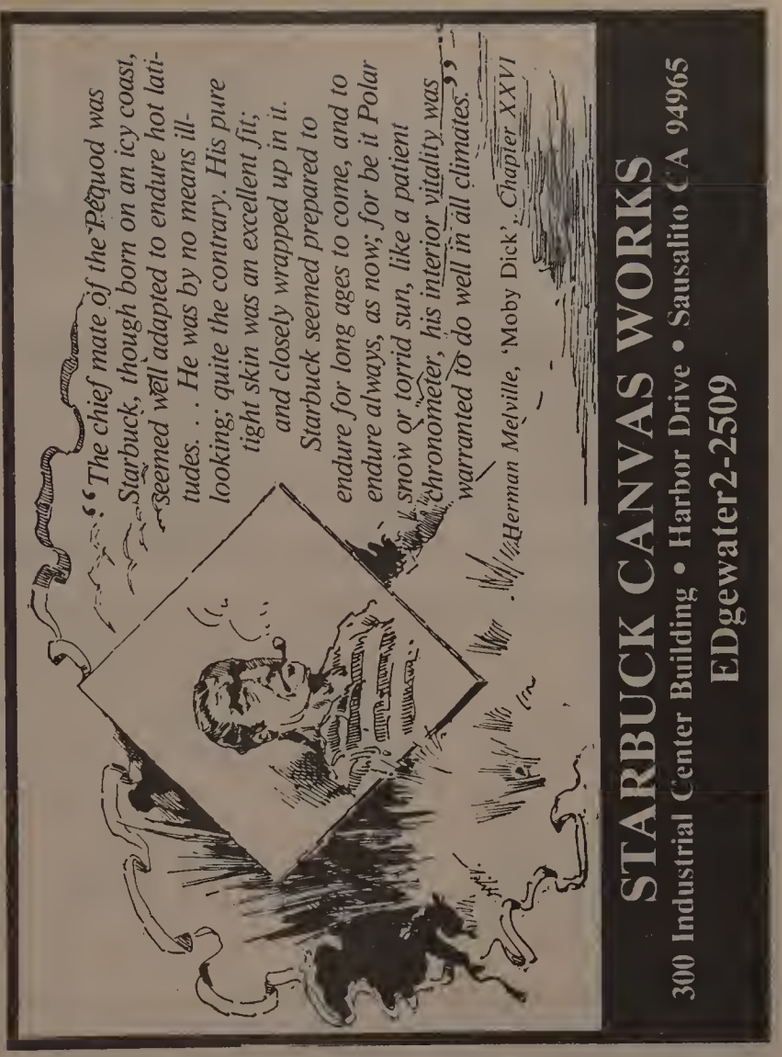
After being laid-off (for the last time!) I have seriously been considering cruising as a way of life.

After researching sailing magazines, I came across the July and August issues of *Latitude* at Thomas Marine in Grosse Point, Michigan. I've found them to be the most interesting reading of all.

Most of my concerns relating to liveaboard cruising have been answered. I am considering building my own boat out of steel. What are your thoughts?

Ameen Shareef
Detroit, Michigan

Ameen — Our thoughts are that there's nothing whatsoever wrong with building your own steel boat — assuming you've got the skills and patience and want to be self-employed for the rest of your



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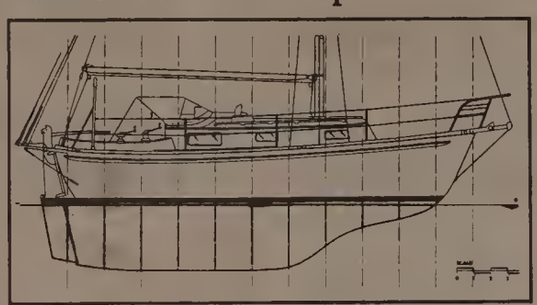

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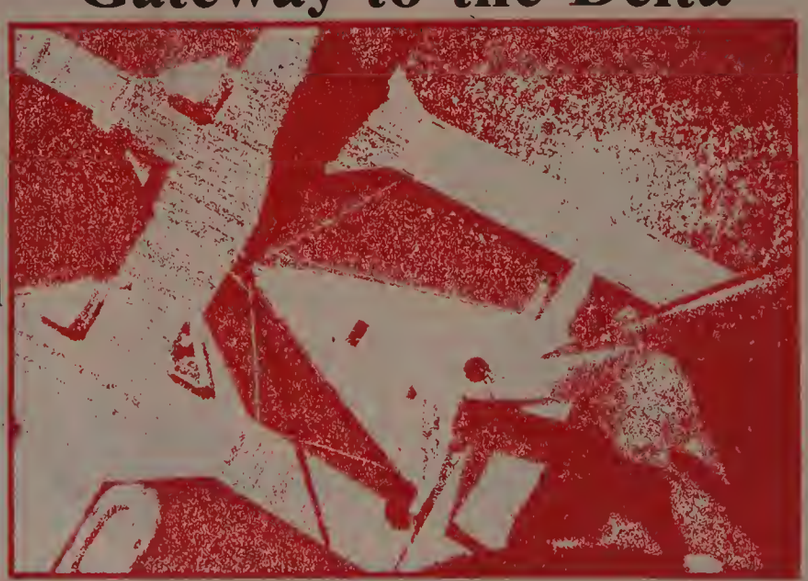

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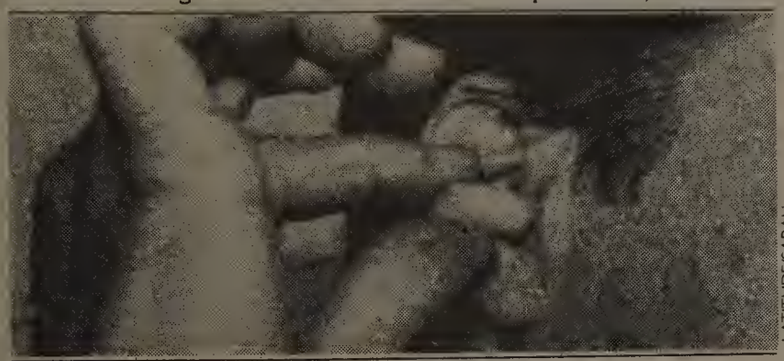
life. However, if it's the living aboard and cruising that you really want to do, we'd highly recommend investigating used steel and fiberglass boats. They're are some tremendous purchases you can make these days.

□STICK 'EM IN YOUR EARS FOR QUIET

Max Ebb's article on watch procedures (*September '87*) was very good, however, there is another superb item for noise that wasn't mentioned.

I am referring to the smaller "foam rubber" protectors, which are



LATITUDE/SARAH

Ear plugs — the better to not hear you with.

not only very comfortable but also have the amazing quality of filtering out unwanted sounds while letting you hear at a certain level as appropriate for the circumstances.

I am a commuter airline pilot and almost everyone flying the smaller airliners uses them.

The ones I have enclosed are manufactured by 3M, but there are a host of other brands on the market. They can be purchased at any pilot supply store or most industrial safety/equipment dealers. Since airplanes are like boats in that anything associated with them is double in price, I recommend purchasing somewhere other than at airports.

They are inexpensive in any event. At airports they run between 50 cents and $1; at off airport sites I've seen them as cheap as 19 cents a pair. All the brands seem to be equal, although the orange, yellow and green ones seem to last longer.

On another subject, how about a summary of bareboat chartering locally. I have a feeling a rather large percentage of your readers would be interested in a thorough listing of places, prices and equipment. The 'guides' in other sail magazines are close to worthless.

Sam Nash
Merced

Sam — Thanks so much for that tip, we've tried them and they really do seem to filter out the 'sharper' sounds. We think many women might like to wear a pair — or two — when the male in their lives tries to 'teach' them how to sail.

□FOUND IT OFFSHORE; IT IS YOURS?

Thanks to *Latitude's* Crew List, I've recently returned from a five-month tour of the Marquesas, Tuamotus, Societies and Hawaii. It was an enlightening trip, with all pick-up crew. I recommend it and will do it again myself.

Others who follow in my path would do well to remember how important it is to know as much as possible about the owner, the boat, and the conditions to be expected (costs, food duties, etc.) before signing on.

A highlight of the trip: Having left Cabo on May 15, a few days later we were between Isla Benedicto and Isla Socorro. It was there I

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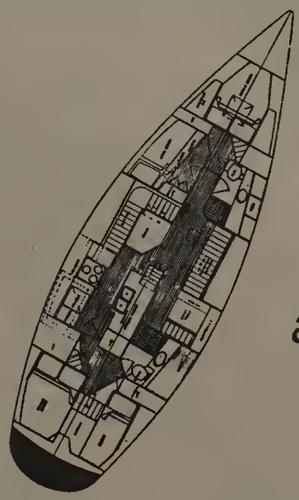

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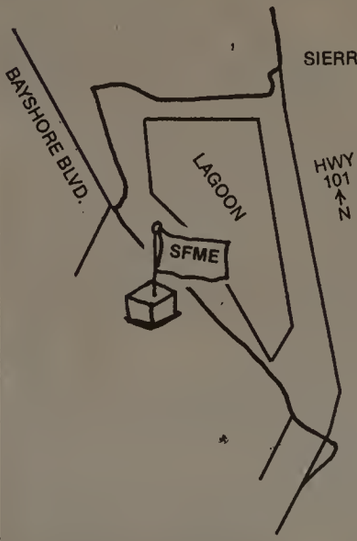

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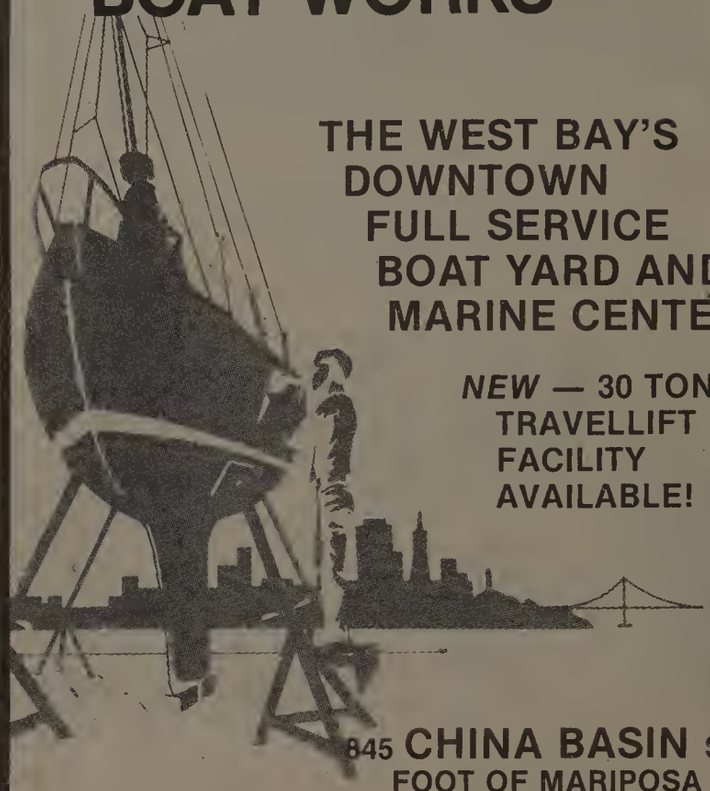

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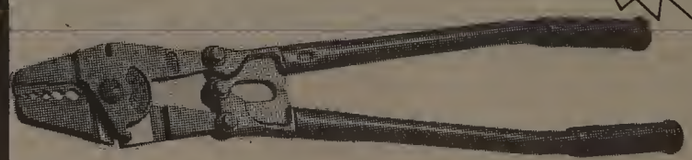

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found her — my salvation — and so I seek her parents. I'd like them to know she survives and most likely lives around Pier 39 now.

'She' was found barely floating; her bow down and the name *Scared Skiff* tatooed on her bobbing transom. She sported an out-of-date CF number: 5415.

In any event, she provided me a way off the *Sea Cloud* when things got too close. She was repaired in Atuona in the Marquesas and served me well until Hilo where we were forced to part.

Scared Skiff was a joy to row, and I'd love to find out how she came to be floating around in the middle of the big ocean all by herself. Anyone have an answer?

P.S. I'm too late for this year's Crew List, but hope to make Baja Ha-ha Race Week this year.

Dr. Bob Forier
Tucson, Arizona

Dr. Bob — It might have helped a little if you could have provided a little more detailed description. We bet we'll hear something about it, though.

As for Baja Ha-ha Sailing Week, the dates are April 3 to April 10. Lots of boats are going to be there.

□AMUSING SEQUENCE OF EVENTS

I am prompted to write because of your "Boat of the Month" questions.

The boat pictured in the October issue is commonly referred to as a CT 41.

I think it is amusing that you decided to revive the "Boat of the Month" feature with what was stated as a "turkey" boat in Bob Perry's article in September, promoting the CT 54.

Our CT 41 is 14 years young, and was built in Taiwan by Ta Chao complete with Chinese writing in the fo'c'sle locker. It sports a pilothouse (of which I have yet to see another).

The only thing gobbling around here is the cruising kitty, and it ain't scratch.

Oh, have a Happy Thanksgiving!

Jennifer Smith
Isleton

Jennifer — We know many of the names the design was marketed under; what we're looking for was the story of how it got started, why it was so heavily copied, how many of them were built, etc.

As for the 'Taiwan turkey' business, the name stuck partly because it was alluringly alliterative and partly because in most cases it was the truth. Way, way back we used to sell boats — and in fact worked at a dealership that sold a Garden 41 pilot-house. Since it was marketed under some spur-of-the-moment name, we never did find out who built it. Whoever it was should have been indicted.

When the manufacturer's flak man came over it took six hours just to read him the list of things that were wrong. He responded by pretending he didn't understand English. When we complained that the spreader lights became rust-encrusted after just a couple of weeks, one of his six assistants carefully examined the faulty item for about five minutes. He then said, "Look, here's the problem, it says 'Made in Japan'." As far as he was concerned it thus was thus a problem of Japan, Inc.

Some of them were atrociously made, some were excellent; we're delighted you seem to have gotten one of the latter.

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Mark Schrader — *Lone Star*►
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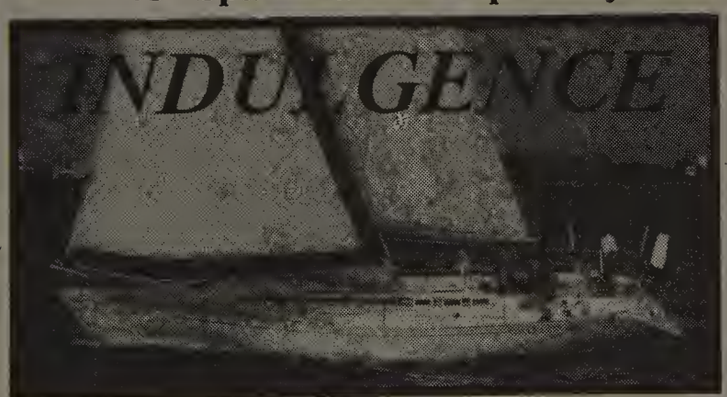

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LETTERS

mine arrives, I go to *Changes in Latitudes*, then going back page by page I have to look at all the ads, then the interesting letters and stories.

I don't want to start another controversy like 'knots' versus 'knots per hours', the durability of pop cans or the Jones Act, but . . . how do racers and cruisers feel about controversial water ballasting?

I think that it has great advantages, especially in the 27-ft range. Easy trailering for one. Besides, what difference does it make; a pound of lead or a pound of water?

What do you think?

How did the boats make out in the TransPac that had water ballast?

On another subject. A man told us about getting his scuba certification on the island of Bonaire, just off the coast of Venezuela. During his training he was asked to sign a release form that put the company's liability for anything that might happen at no more than $50,000. Why can't yachties have the same release to limit their liability? It might stop some suits.

Mrs. Terry Fuller
Hornbrook, CA

Mrs. Fuller — The only controversy regarding water ballasting that we know of is when it's done in violation of the rules. Such as I Punkt *in the recent Admiral's Cup.*

Water ballasting is specifically prohibited in the TransPac, too, but an awful lot of boats seem to be having a starboard list when heading for the starting line. It's illegal to deballast the water also, but for some reason everybody seems to take a lot of showers between Pt. Fermin and Catalina.

There's no debate whatsoever that water ballasting works. One of the first boats we know that used water ballasting was American Express, *the Wylie 20 that Mill Valley's Norton Smith drove to victory in both legs of the Mini TransAtlantic Race. If we remember correctly, the Wylie 65,* Saga, *a cruising boat, also has water ballast.*

A pound is a pound? Not exactly. Lead is much more dense than water, so 500 pounds of lead as far down a keel as possible is going to be much more effective than 500 pounds of water as far down a keel as possible.

As for guests on yachts being allowed to sign releases that put a limit on the amount of liability claims, it simply makes too much sense to be adopted by the legislative legal establishment. To be sure, there are arguments that can be made against it, but that's a minor consideration.

☐TRUE CONFESSIONS

I have a great idea for a column or article.

As a novice sailor (or let's say semi-novice), I have made some pretty dumb mistakes. No not pretty dumb, *really* dumb mistakes. And believe it or not I have friends who have made even dumber ones. So why don't you begin a feature section in your wonderful magazine mentioning all the 'really dumb' mistakes that novice, semi-novice, and dare I say even experienced sailor have made?

I must emphasize that these are not just your usual mistakes but mistakes so bad as to be really embarrassing to the person who made the mistake as well as the crew that witnessed it.

For example, has anyone on a Santana 22 ever managed to reverse the tiller 360 degrees and then have a novice on the tiller complain that the steering seemed a little difficult? I've seen it happen! Of course, it wasn't me, but the sailor in question should have known better. He just thought that perhaps his hang-over was worse than anticipated.

That's one minor example, I'm sure that there are lots of very in-

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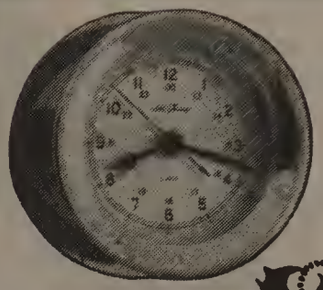

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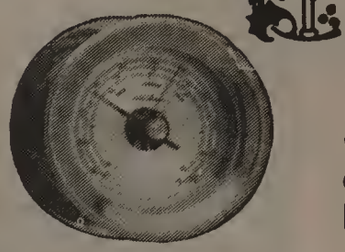

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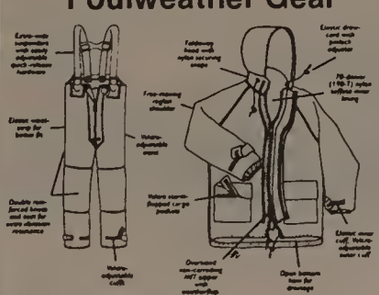

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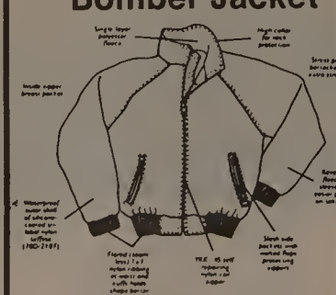

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teresting others, which they are perhaps too embarrassed to own up to. Nevertheless, they would make good reading and prove enlightening to one and all.

Jann Burner
San Francisco

Jann — We'll see if anyone responds. Perhaps a True Accusations *would draw better response.*

□WHO IS TO BLAME?

As an avid reader of your publication over the past few years, I just want you to know what you have done.

I had this really good job, a nice house, my share of friends and a boat in Marina Bay. Life was really rosy.

Then I started reading your publication. Now the house is sold, the friends get postcards, the money all goes out and none comes in, and I gave up the slip in Richmond.

Why?

The *Mexico Primers* and other cruising articles!

Don't start feeling like you can pat yourselves on the back for what you've done to my life just because I'm sending in $15 for a subscription. Never mind that my wife looks happier and healthier than she has in 10 years. Never mind that the kids are taking correspondence course classes to finish their high school education. (They're so broken up about it.) Pay no attention to the fact that you've probably added 10 or 15 years to my life by the type of insidious articles you print and the salutary effect that they have had on my family. The next letter is from my son; I'm sure you'll be able to see how unhappy he is about the effect your magazine has had on *his* life.

We'll write more as our travels progress. We're spending several months in the land of *Latitude 34*, then heading south as the spirit moves us.

Thanks to all of you . . . for more than you may ever know.

Doug & Jamie Owen
Teal, Garden 31 sloop
San Francisco/South

Doug & Jamie — Thank you for the kind words. We hope your cruise turns out to be everything you want it to be.

□16 AND AT SANTA CRUZ ISLAND

After a pleasant sail down the coast to Santa Cruz Island, we set our anchor in Pelican Bay. We had harbor-hopped from San Francisco down until we hit our destination.

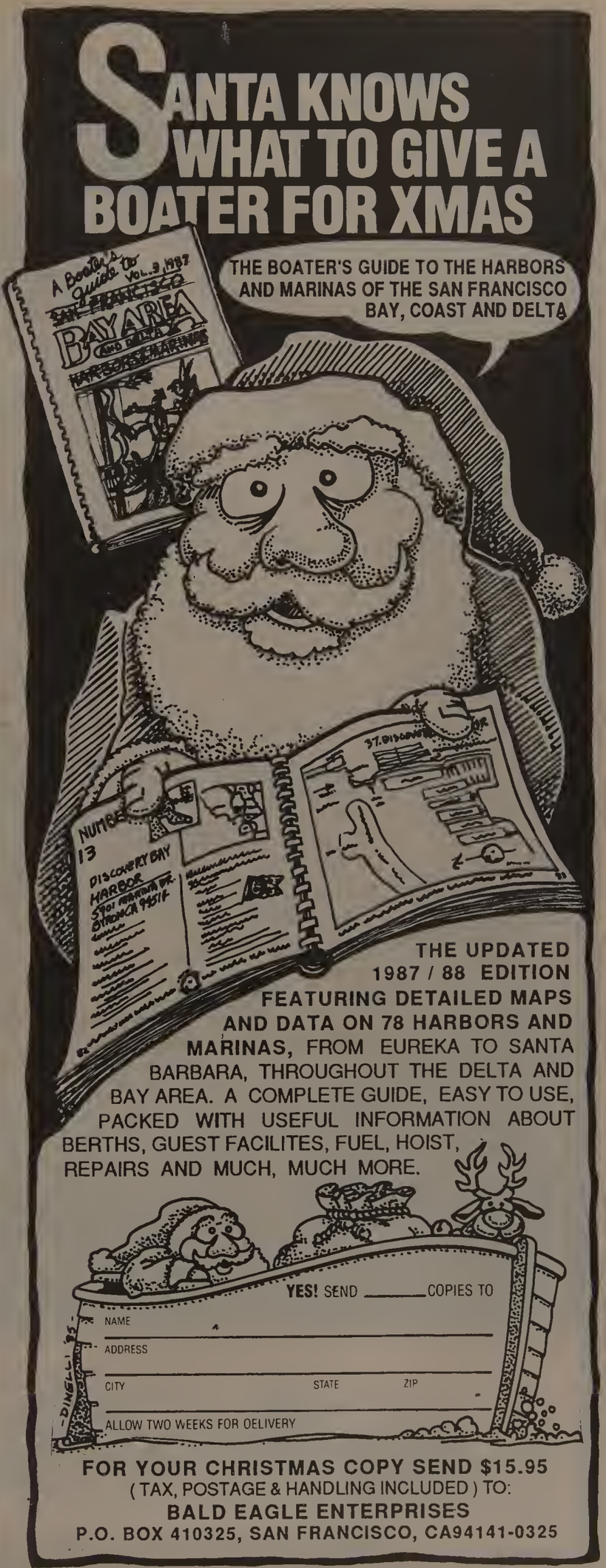
In exploring the arch west of Pelican Bay, my brother Jeff and I found a pleasant little cove and observed some extremely clear water. We decided to dive to find out about the unknown.

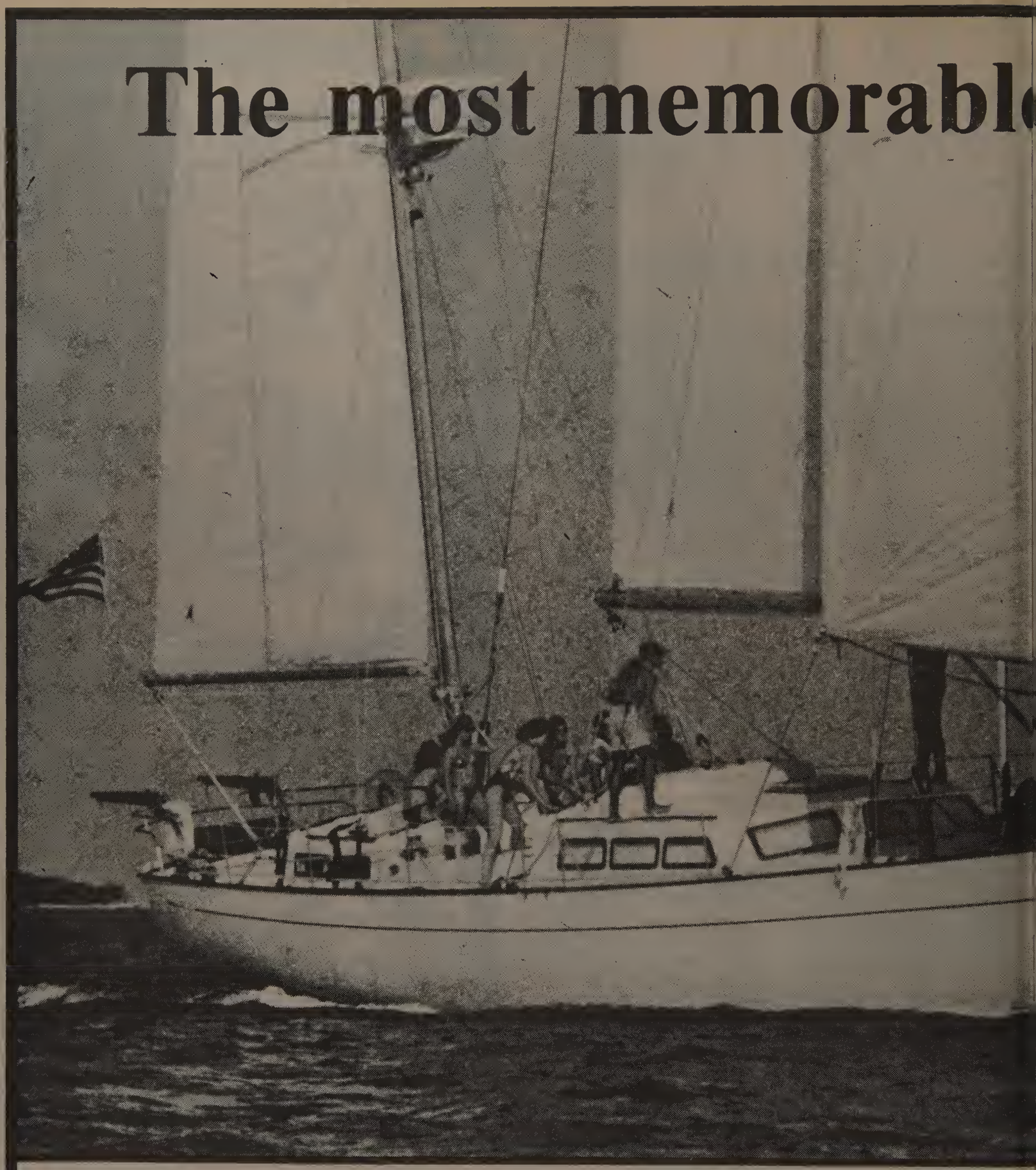
We found the most beautiful sea life and rocks and sea urchins and abalone! A local fisherman told us how to cook the abalone, which was tasty. We also saw kelp full of huge green starfish.

So when you're in the Channel Islands, stop at Pelican Bay to do your diving. Also, the phosphoresence in the bay at night caused by the fish or rowing the dinghy was quite an experience.

I'd like to take this opportunity to say 'hi' to all my friends at Marina Bay in Richmond. This cruising stuff is allright! We'll see you all in Mexico.

Jim Owen (16)
Teal, San Francisco





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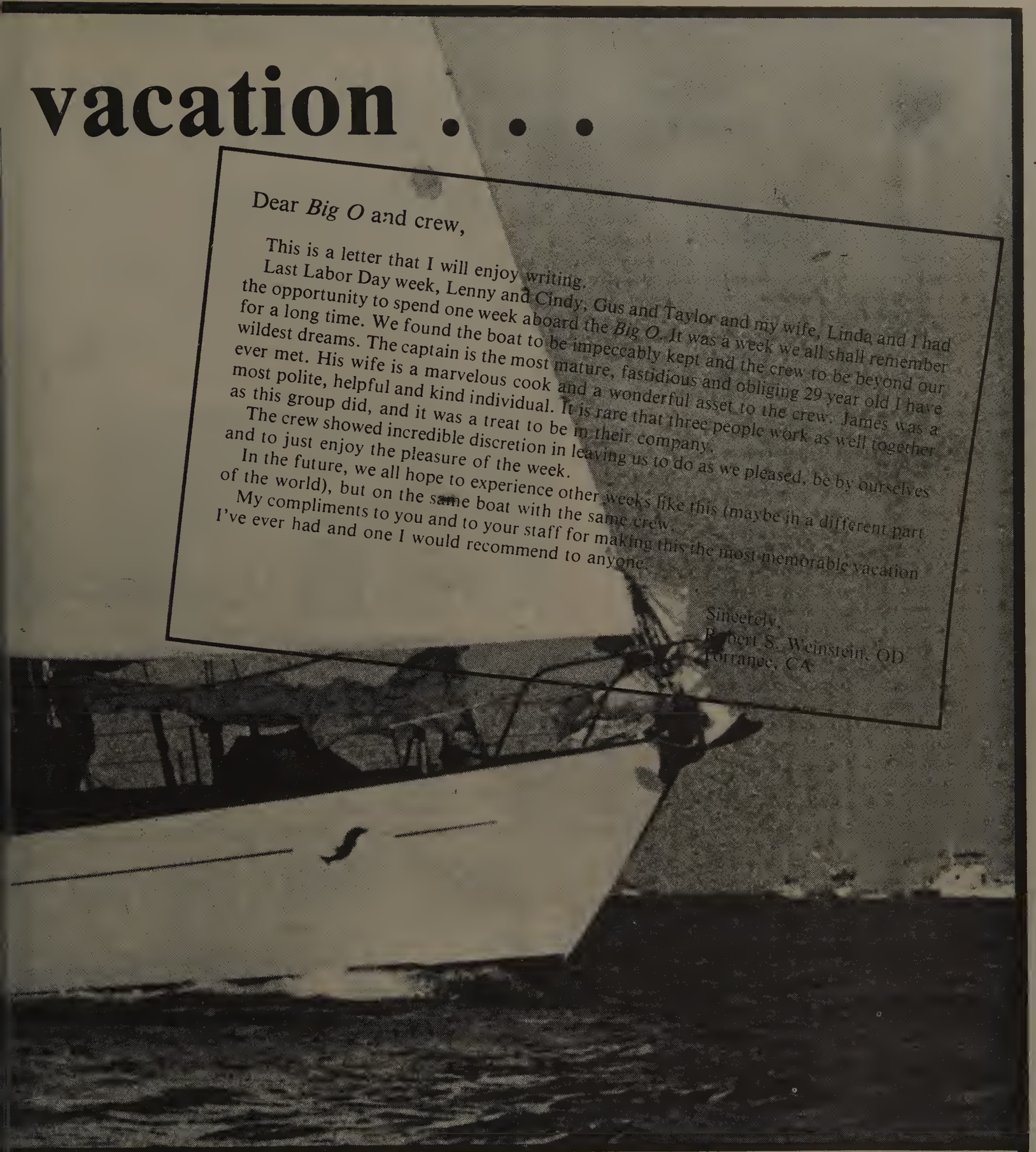

Dear *Big O* and crew,

This is a letter that I will enjoy writing.

Last Labor Day week, Lenny and Cindy, Gus and Taylor and my wife, Linda and I had the opportunity to spend one week aboard the *Big O*. It was a week we all shall remember for a long time. We found the boat to be impeccably kept and the crew to be beyond our wildest dreams. The captain is the most mature, fastidious and obliging 29 year old I have ever met. His wife is a marvelous cook and a wonderful asset to the crew. James was a most polite, helpful and kind individual. It is rare that three people work as well together as this group did, and it was a treat to be in their company.

The crew showed incredible discretion in leaving us to do as we pleased, be by ourselves and to just enjoy the pleasure of the week.

In the future, we all hope to experience other weeks like this (maybe in a different part of the world), but on the same boat with the same crew.

My compliments to you and to your staff for making this the most memorable vacation I've ever had and one I would recommend to anyone.

Sincerely,
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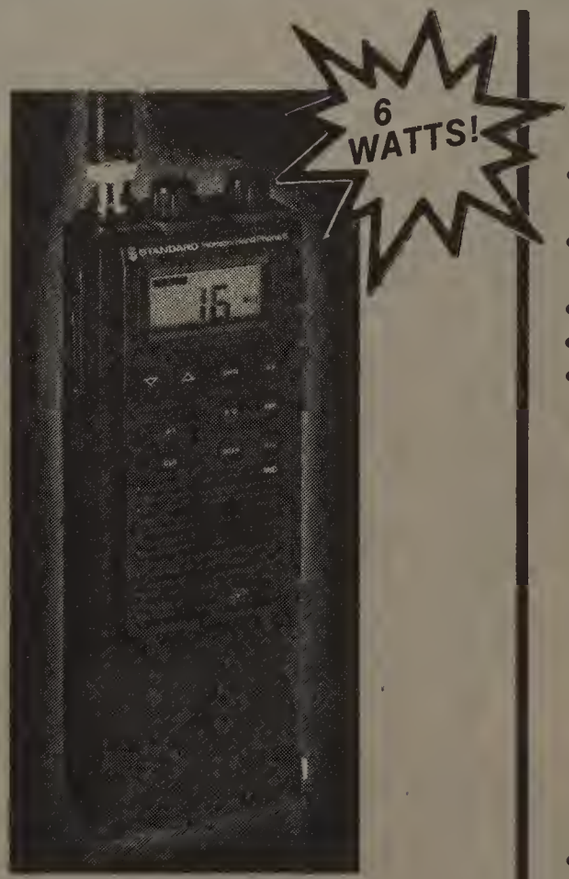

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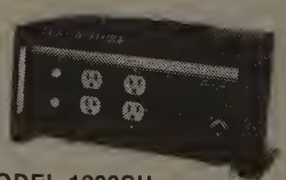

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LOOSE LIPS

The problem with fish stories is that someone always has a better one.

In October we were snorkeling with our old buddy Warren Stryker, who shot a couple of grouper. One of the grouper's belly was stretched so tight it looked like it was about to explode. When we slit it open to clean, out dropped four or five angel fish.

That, however, was nothing compared to what happened in Moscow last month. According to Moscow Radio, a dog swimming across the Siberian River was devoured by a 145-lb pike. His master, naturally depressed, went ahead and threw out his net. What did he catch? You guessed it, the pike. When he pulled the fish in, he could see his dog's tail sticking out of the fish's mouth.

The way Moscow Radio told it, when the man cut the fish open the dog struggled out and began barking wildly at the pike.

We've never put too much stock in fish stories or stories put out by Radio Moscow. A Radio Moscow fish story, however, really strains credulity.

The sailboat market has been soft for more than a year now, but that doesn't mean buyersstill can't lose out.

We swim a couple of times a week, and before we swim we sit in a tub for a few minutes to loosen the muscles. While loosening up, another guy in the tub told us that his son was considering buying a sailboat in Alameda. He explained that while his son is normally an impulsive buyer, he was proceeding slowly and being cautious about making an offer on the boat.

Apparently a little too cautious, however, even in the slow market.

A few days later we saw the same gentleman, who told us his son finally went down to make an offer on the boat. It was too late; someone else had already bought it.

The item above was written before October's diasterous Black Monday on Wall Street, when the Dow plunged more than 500 points. How have things been since then?

According to Carlos 'Echie' Echeverria of Sparkman & Stephens — who was in San Francisco not long ago for the Masters' Reggata — things certainly could be worse. Since the 'crash', Sparkman & Stephens' brokerage department sold a Swan 65, a Swan 60, the Frers 57 that had belonged to the Commodore of the New York YC, and was about to close a deal on *Tatiana*, the Swan 76 that was once owned by former Mill Valley screenwriter, Sterling Silliphant.

Make of it what you will.

Overheard on Mt. Parnassus.

Our young son celebrated this past Fourth of July by trying to destroy his eye with a radio antenna. Last month we accompanied him to the UC Medical Center, where a doctor decided our son was probably unsuccessful and that his eye will probably be all right.

While waiting for the doctor we couldn't help overhear two other physicians in the hall talking about a sailboat they jointly owned. They were discussing work that had recently been done on the boat and work that needed doing. They got to remarking on how much it cost to have engine and other mechanical work done on their boat.

"Those guys at XXXXXXXXXXXX sure do charge a lot," said one.

"Yeah," said the other, who then covered the side of his mouth with his hand and whispered, "but so do we!"

The two doctors thought that was really funny. For some unexplainable reason, so did we.

Bumpersticker of the month.

We spotted the following bumpersticker on a car is San Diego and

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LOOSE LIPS

wish we could find one for our truck. It read: "Sailing isn't a matter of life and death . . . it's more important than that."

A woman with her priorities in order.

Back in mid-November, Gay Archer and 14 supporters from the Alliance for the Mentally Ill appeared before the Marin Board of Supervisors to protest the denial of funds to treat Archer's 32-year-old schizophrenic son. She'd been previously informed by Balan Arakoni, the county's mental health chief, that the county health division is facing $400,000 in budget cuts this year.

Archer told the *Marin Independent Journal* that she didn't buy the budget cut arguments. She noted that the county had given raises to the administrative staff this year, that they'd set aside money for the Marin Chamber of Commerce, *and* "reserved funds to help implement new laws against anchor-out boats in Richardson Bay".

We can see reasonable raises for administrative staff and can even view money to the Chamber of Commerce as an investment — but the anti-liveaboard monies are a powerful example of bungled priorities. We say throw the rascals out — and we're not talking about people living aboard their boats.

Earl in error.

Los Angeles Times Staff Writer Earl Gustkey made the following erroneous statement in a recent edition of that paper:

"Marlin fishing on the Great Barrier Reef costs about $1,700 a day, making it perhaps the most expensive sport anywhere."

You'd have thought a sportswriter would know at least a little bit about yacht racing.

The duller wit of *The Sharper Image*.

If you check out the December issue of the *Sharper Image* adult toy catalog, you see a listing for a Herbelin Nautical Watch on page six. The second line of copy reads like this:

"At less than 7mm wide, his Nautical Watch is as trim as a 12-Meter sloop."

Anybody have a clue what they mean by that?

Not all nuns go to heaven.

Although it wasn't of adequate quality to reproduce, Carol Post of *Beche de Mer* sent us a color photograph of a nun buoy (identified only as #4) in the midst of a towering junk heap at a scrap yard on Honolulu's Sand Island Road. They shouldn't have "canned" it; we can think of some nautical theme-type restaurants that would have paid a fortune for it.

The not-so-great cover-up.

As several readers — including Cliff Ridley of Ceres and Mike Mannix of Oakland — noticed, the cover of the October *Latitude* did not feature *Blade Runner* and *Swiftsure* as we indicated, but a pair of Catalina 38's. Both Mannix and Ridley are Catalina 38 owners.

We're taking the 5th Amendment on what happened with that one.

As for November, sharp Bay sailors caught another cover mistake. When boats — such as the Express 37's on the cover — play the shore by Yellow Bluff, they're avoiding a flood, not an ebb as we reported.

We're taking the 6th Amendment on what happened with that one.

As for this month's cover, it's going to be perfect.

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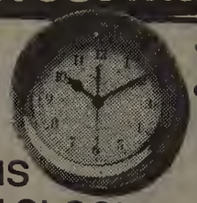

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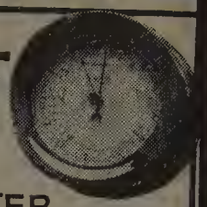

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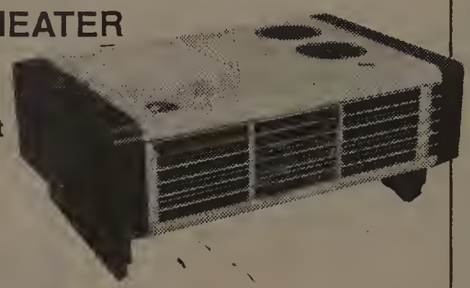

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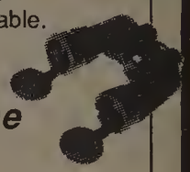

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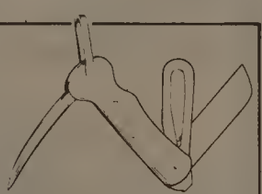

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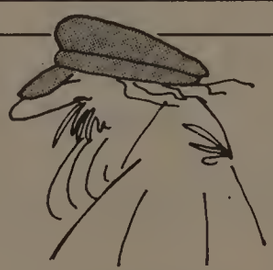

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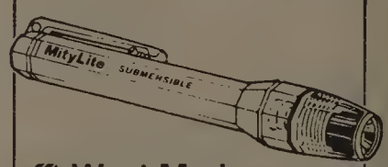

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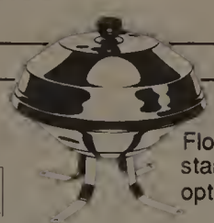

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SIGHTINGS

the importance of rinsing well

Putting yourself on the line for a worthy cause is the hallmark of character, but in the accompanying two photos Charles Mohn almost seems to be going overboard. The photos were taken as he was getting the chute ready on the bow of *Yucca* during the first race of the Golden Gate YC Mid-Winter series.

Mohn, who has been crewing on *Yucca* since Hank Easom first brought the 50-year-old boat to the Bay Area in the mid-60's, claims to relish wet sailing.

"It gets all the saliva off my hands!" he explains.

Mohn is not weird; he's a dentist in San Francisco.

It's only natural to wonder what a seasoned sailor like Mohn is doing up on the bow. He explains:

"*Yucca* is an old, wooden boat; we can't get any young guys."

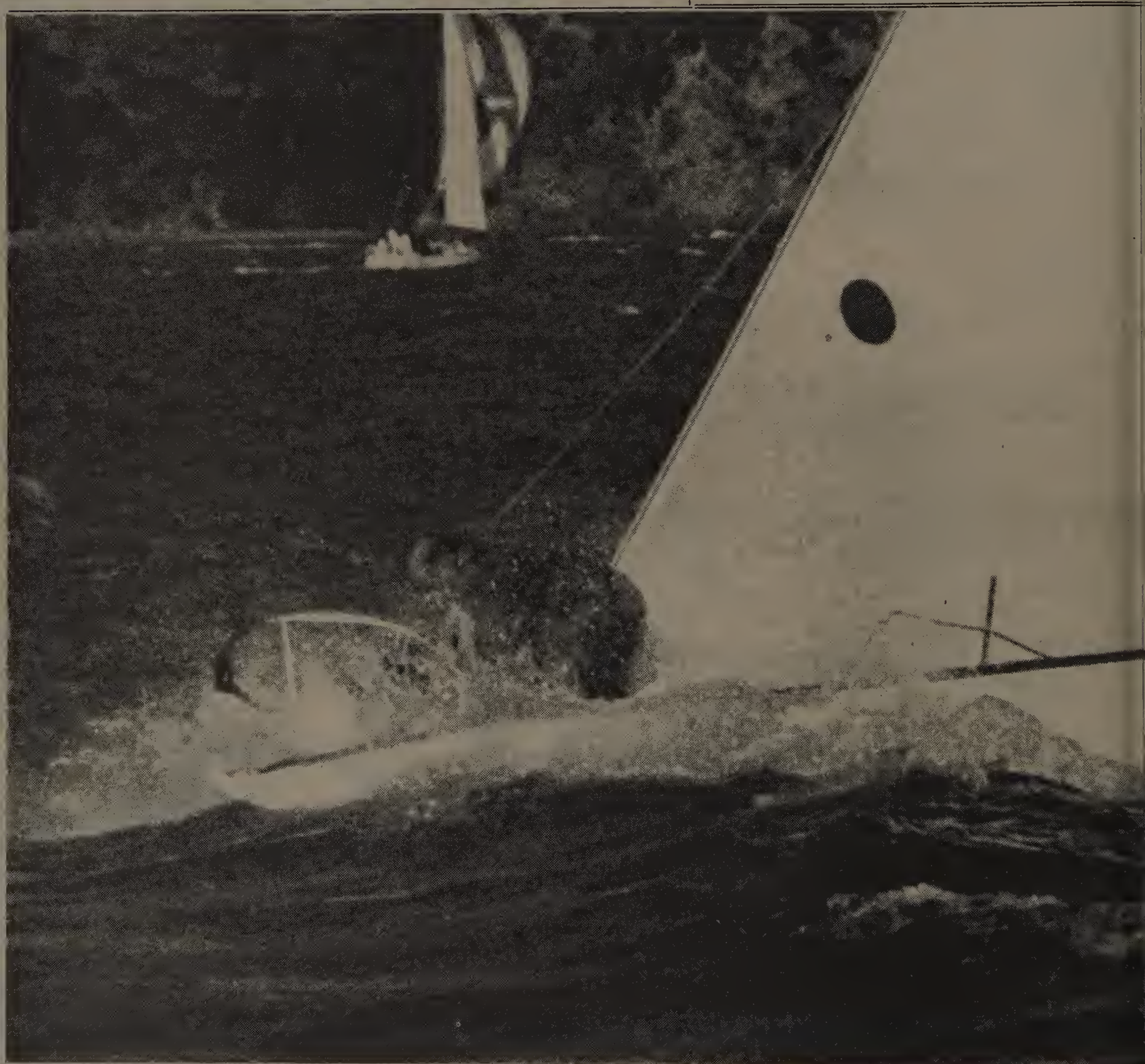
Most of the six crewmembers aboard for the race were about as old as

cont'd on next sightings page

ericson buys olson

"It was a good move for all concerned: Ericson, us, the dealers, and existing Olson owners. Everyone wins," said Santa Cruz sparmaker Buzz Ballenger. His company, Ballenger Spar Systems, and Doug Austin's Monterey Bay Fiberglass Company, had "inherited" the Olson line — more specifically the 25, 29, 911s, 34, and 40 molds — after Pacific Boats had shut its doors last May.

Being two of Pacific Boat's biggest creditors, Ballenger and Austin decided to buy the assets of the bankrupt company, which they did on September 10, and build enough boats to recoup their losses. They



mold & name

called their joint venture Olson Boats. Now, two months later, they've sold three of the molds — the 25, 911s, and 34 — and their tooling to Ericson Yachts in Irvine.

Ericson also bought the Olson "label" and plans to market the three boats under their existing names. The boats will be built in Otay, Mexico — outside Tijuana — and will augment the seven designs Ericson currently offers. Gene Kohlmann, who presides over Ericson's 170 employees in two locations, figures the three Olson boats will account for 20 percent of the bottom line once they get

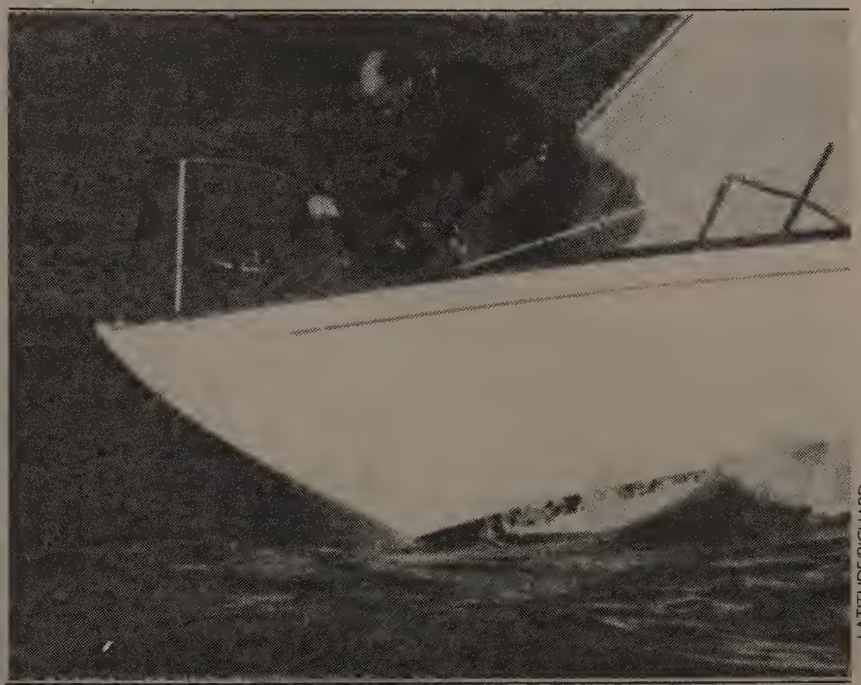
cont'd center of next sightings page

LATITUDE/RICHARD

the importance of rinsing — cont'd

Yucca. Though there were, in Mohn's words, "a couple of young bucks of 41 or 42", dexterity apparently was in rather short supply.

Mohn says that sailing on *Yucca*, which now only races in Mid-Winters



LATITUDE/RICHARD

Charles Mohn, above and below, experiencing the ups and downs of life on the bow.

and a few inter-club events, is like a great nostalgia trip. Noting that the boat gets an old age allowance, he figures the veteran crew is entitled to one, too.

As much as he enjoys sailing on the old 8 Meter, Mohn admits to preferring the livelier Etchells that he and Easom own. During the spring and summer months the two, together with Jerry Rumsey, regularly take the Etchells out on the Bay, whether to race or simply mess around.

Jokes aside, Easom's bristol woody remains competitive, having placed third in the November 1 event. Rounding Crissy in the particularly windy conditions of the first race, only *Yucca* and her seasoned crew were able to get the chute up right away and carry it on the reach toward Harding Rock.

A Bay Area native, Mohn has been sailing since he joined the Sea Scouts at the age of 13. Fortunately for Hank Easom, his bowman shows little indication of slowing down. In fact, Mohn's mature physique and *Yucca's* continued success would seem to indicate that years are irrelevant when it comes to measuring the ability of sailor and yacht.

— amy hill

ten years for alleged negligence?

Thirty-one-year-old David Hilger is in his first year of business school at Harvard. He's also in a heap of trouble.

In May of 1986 he was the captain of the tanker *Golden Gate*, which ran down the fishing boat *Jack Jr.* off the foggy coast of Marin. The captain and crew of the fishing boat, Jack Favoloro, Vincenzo Ingargiola and Thomas McCarthy, were killed as a result of the collision.

Hilger is being charged with negligence for a variety of reasons: being below decks, not posting a lookout, not reducing speed in the fog, failing to turn around after the collision and not conducting a search after the crash.

The specific law Hilger is charged with violating is a rarely used one dealing with "misconduct, negligence or inattention to duties" that results in a death in United States waters.

While this may seem like an open and shut case to some, we predict it's going to be a complicated can of worms. Last month Hilger's attorney defended his client: "He was not negligent, not at all. At the time of the

cont'd on next sightings page

SIGHTINGS

ten years — cont'd

accident he was outside the critical shipping channel."

Hilger pleaded innocent at his arraignment and is free without bail. If convicted, he could spend as much as ten years in the slammer — putting him considerably behind his class in business school.

feeling vulnerable

Is there any more vulnerable feeling in the world than having a big ship, like the *Exxon Benicia* in the accompanying photograph, bearing down on your little boat? We doubt it.

We were reminded of these feelings during October's Singlehanded One-Two Race to Vallejo and back. It was foggy during the Saturday start, *real* foggy. A lot of us were on smaller boats behind Alcatraz with outboards

cont'd on next sightings page

ericson buys

geared up. "All three are great boats that needed broader marketing and distribution," he claimed.

Ballenger, meanwhile, is turning back to his primary interest — building spars. He

zero-handed

Yes, it's for real. What started out as a gleam in Lee Helm's eyes has become a group of about ten people who actually intend to sail a radio-controlled model across the Atlantic Ocean. Their first meeting at an

olson — cont'd

and Austin still have the Olson 29 and 40 molds, as Ericson wasn't interested in buying them. They also have a few finished 25's and a 911s in kit form that they would like to sell.

transatlantic update

Estuary restaurant a few weeks ago brought out an impressive array of talent for such a small group — from robotics experts to sailmakers and everything in between.

cont'd center of next sightings page

LATITUDE/RICHARD

feeling vulnerable — cont'd

stowed below when we started hearing the warning blasts of outbound ships. We knew the visibility was so bad they wouldn't be able to see us until it was too late to turn, that we wouldn't show up on their radar screen, and that we'd have no time to mount the outboard and motor ourselves out of danger.

But thanks to the extreme caution exercised by the captains and pilots of those ships, there was no problem. They had the ships going so slow, that had we been t-boned, we would have bounced off without serious damage.

Of course, if you're just out pleasure sailing in a thick and low winter fog, you don't even want to think about how well your boat would bounce off a ship's bow. There's two ways to prevent it. One is to always stay out of the shipping lanes; the disadvantage to that is that you're limited as to where you can go. The second alternative is to tune into Channel 13 and know which ships are going where.

Channel 13 is the exclusive domain of Vessel Traffic Service up on Yerba Buena. Utilizing radar, they keep track of all the commerical traffic from out by the Lightship to up past San Pablo Bay. The impetus for starting the system was the collision of two ships beneath the Golden Gate Bridge a number of years back. All commerical vessels but fishing boats are required to check in with the personnel in VTS's windowless room up on Yerba Buena.

The only problem with listening to Channel 13 is that you might not be able to understand all the lingo. For example, this is a typical transmission you'd hear on Channel 13:

(Vessel *Ruby*): This is *Ruby*, Traffic.

(Traffic): *Ruby*, Traffic.

(*Ruby*): Yes, this is *Ruby* departing China Basin on a two hour Bay cruise, initially northbound.

(Traffic): Roger, *Ruby* departing China Basin on a two hour Bay cruise initially northbound. Unit Forty-six Juliet on the *Tokyo Maru* off Presidio Shoals will be transiting north of Blossom Rock for Anchorage Nine using the Alpha Bravo span Oakland Bay Bridge. Dredge *Newport* off Quarry Point for Dump Sight Ten. Unit Alpha Charlie aboard *Lexa Maersk* underway from Anchorage Five outbound for sea.

(*Ruby*): *Roger, Ruby* copies Traffic. *Ruby* out.

To help you decipher what VTS and commerical traffic is talking about, Josh Pryor, builder and skipper of the licensed charterboat *Ruby*, created the following guide. Use it in good health.

Vessel Traffic Locations Frequently Used:

Anchorage #5 — West of Richmond Harbor.
Anchorage #7 — West of Treasure Island.
Anchorage #8 — West of Naval Air Station, Alameda.
Anchorage #9 — South of Anchorage -8.
Avon's — Martinez Oil Refinery.
Levin's — Richmond Inner Harbor.
McNear's — San Pablo Bay Quarry.
Pacific Refinery — South of Mare Island.
Matson's — Oakland Inner Harbor.
Longwharf — Richmond Harbor.
Presidio Shoals — Off the St. Francis YC.
Dump Sight #10 — West of Alcatraz.
Main Ship Bar Channel — Channel from the Lightbucket to the Golden Gate.
N.A.S. — Naval Air Station, Alameda.
Wreck Buoy — Little Harding Rock.
Raccoon Strait Buoy #2 — Little Harding Rock.
Point Simpton — Angel Island, east side.
Point Blunt — Angel Island, south side.
Point Knox — Angel Island, west side.
Quarry Point — Angel Island, east side.

cont'd on next sightings page

feeling vulnerable — cont'd

Alpha-Bravo Span Bay Bridge — San Francisco side of the Bay Bridge.
Bravo-Charlie Span Bay Bridge — Eastward.
Charlie-Delta Span Bay Bridge — Eastward.
Delta-Echo Span Bay Bridge — Eastward.
Terms Frequently Used By Vessel Traffic Service:
Slow bell — Slow down (small wake).
One whistle — Pass port-to-port.
Two whistles — Pass starboard-to-starboard.
Unit Number — Pilot's code name. For example, Alpha, Bravo, etc., or One, Two, etc. Pilot numbers along with corresponding names are listed in many tide books.
Designator — Same as Unit Number. (Sometimes called Unit Designator).
Derrick Barge — Barge with a pile driver.
Fuel Barge — Self-explanatory.
Oil Barge — Self-explanatory.
450 Barge — Big Barge.
LCM — Landing craft type tugboat. (*"For a long time I thought it was something called the Elsie M.,"* confesses Josh.)

Armed with this *partial* list of frequently named places and terms, we hope you might not only feel less vulnerable, but be less vulnerable in the upcoming thick fog days of winter.

By the way, Vessel Traffic Service does not want recreational vessels to check in with them unless the situation borders on an emergency; they simply don't have the manpower or equipment to handle so many boats.

new world lost in belau

The sad news has reached us that on August 29 the ultralight 'modern' schooner *New World* was lost on the North West reef of Belau (Palau), some 600 miles east of the Philippines. The tragedy occured at approximately 0330 as her captain, Michael Devenish-Meares, was bringing her in from station on Sorayal Reef to Malakal Harbor.

New World, a staysail schooner with a wishbone rig, was unusual in many respects. Designed by John Spencer of New Zealand, she was launched in Auckland in 1972. Sixty-eight feet long, she was very light like *Ragtime*, another of Spencer's designs. Oddly enough, for such a long and light boat, she only had 11 feet of beam and was equipped with two diesels.

New World was built for noted San Francisco sailor, George Kiskaddon, a principal in Micronesia Inner Ocean Lines. When Kiskaddon founded the Oceanic Society, *New World* became the organization's flagship and undertook several research voyages to Micronesia.

New World also competed in two TransPac's. Knowing that her long, narrow light hull would be severely penalized by the rating rules, she had been given a low-aspect schooner rig, which is treated generously under the rating rule. Carrying a variety of gollywobblers, she wasn't particularly successful in that race. Under Kiskaddon, she finished 12 in Class A and 51 in fleet back in 1971.

After languishing in a number of Northern and Southern California marinas, *New World* was purchased by Douglas Cushnie, a lawyer in Saipan who had been a business partner of Kiskaddon's. Californian Doug Wilde became captain and was put in charge of bringing her up to snuff for the long voyage to Saipan. After beating all the way to Hawaii in rough weather during December of 1983, *New World* had a perfect voyage the rest of the way to Saipan.

An attempt to develop a Japanese charter trade in Saipan meet with mediocre results, afterwhich the schooner did contract work for local governments. Captain Wilde, an old friend of ours, regaled us of tales of carrying all sorts of different cargo among the Mariana islands. He drew the line, however, at livestock on the hoof.

Cushie had the boat taken to Belau about 18 months ago; shortly

cont'd on next sightings page

zero-handed

The group expects to just about double in size before things really get rolling, so if you believe you have anything to contribute to this project — even if it's just time and enthusiasm — now's your chance to get in on the ground floor.

They also decided to go after commercial

a trick

See the Hunter 40 in the accompanying photograph? 'Is she going fast' is the question of the month.

Think for a moment before answering.

If you've thought it through, you have to

– cont'd

sponsorship right at the start. So if you company didn't get in on the publicity opportunities offerred by the America's Cup last year, this is it. (A piece of the action here costs an awful lot less!)

The next meeting is scheduled for Thursday, December 3.

question

answer our question with another question; namely, "Do you mean fast through the water or fast over the bottom?"

Judging from her bow wave and wake, it's

cont'd center of next sightings page

new world lost – cont'd

thereafter Capt. Wilde left the boat for Hong Kong.

According to those who have seen the Capt. Devenish-Meare's report of the incident, the tragedy is said to have been caused by an unpredictably large easterly set combined with a failure of the SatNav to update the boat's position. The captain further explained that by travelling at night he hoped to transit the 25 miles through the reef and up the channel to Malakal Harbor in daylight.

Just prior to the grounding, breaking waves suddenly appeared to both port and starboard of *New World*. Before the captain could swing the boat back in the direction from whence she came, the widely-travelled schooner was on the reef. As often happens with groundings on reefs, the situation kept deteriorating, especially when the captain suffered a separated shoulder and other injuries. By the following morning, the schooner had to be abandoned. Salvage efforts to save the hull never really got off the ground. The

cont'd on next sightings page

DRAMATIC AMERICA'S CUP BULLETIN!

*** On 11/26, a New York judge ruled that the San Diego YC must accept Michael Fay's renegade Kiwi challenge or forfeit the America's Cup.**

*** Thus the America's Cup may be held as soon as August 1988, probably, but not necessarily, in San Diego.**

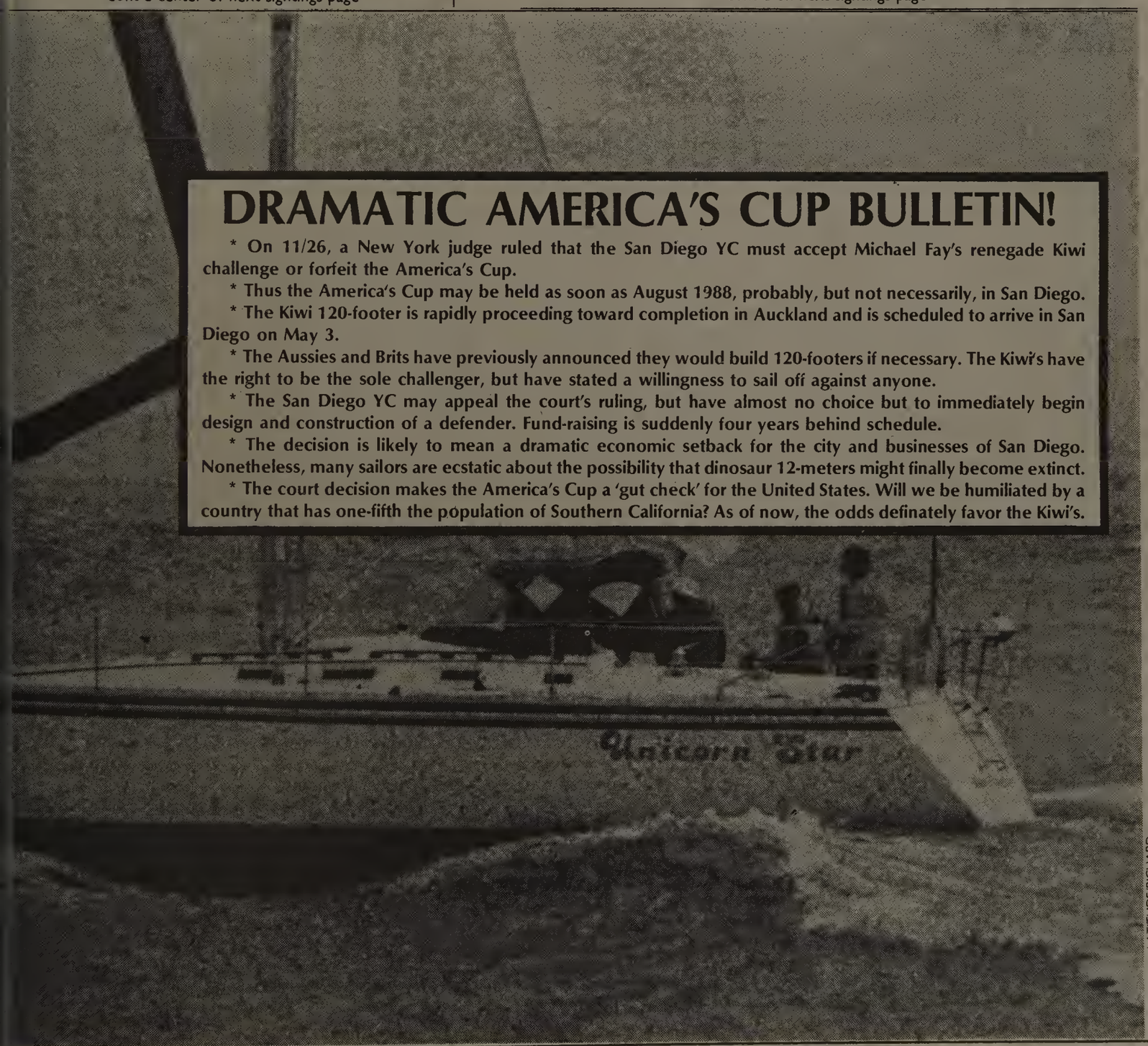
*** The Kiwi 120-footer is rapidly proceeding toward completion in Auckland and is scheduled to arrive in San Diego on May 3.**

*** The Aussies and Brits have previously announced they would build 120-footers if necessary. The Kiwi's have the right to be the sole challenger, but have stated a willingness to sail off against anyone.**

*** The San Diego YC may appeal the court's ruling, but have almost no choice but to immediately begin design and construction of a defender. Fund-raising is suddenly four years behind schedule.**

*** The decision is likely to mean a dramatic economic setback for the city and businesses of San Diego. Nonetheless, many sailors are ecstatic about the possibility that dinosaur 12-meters might finally become extinct.**

*** The court decision makes the America's Cup a 'gut check' for the United States. Will we be humiliated by a country that has one-fifth the population of Southern California? As of now, the odds definately favor the Kiwi's.**



LATITUDE/RICHARD

new world lost — cont'd

most recent reports from the wreck site indicate that all that's left of the unusual schooner are parts of the lead keel and aluminum mast — and they are entwined in the coral.

Reefs, strong currents and sailing at night — who can count the number of vessels that concoction has claimed over the years?

pms party

Pat and Joan Falkosky, the owners of Pacific Marine Supply, know how to throw a party. Just ask any of the 500 or so registered guests — and hundreds of unregistered guests — who showed up at their San Diego chandlery on Halloween night, October 31 for the PMS 11th Annual Cruiser Kickoff Party. The purpose of the event, which has become something of an institution on the West Coast cruising scene, is to celebrate the beginning of the

cont'd on next sightings page

a trick question

obviously that *Unicorn Star* is moving through the water at a good clip; six, maybe seven knots.

What isn't so obvious is that there's a hell of an ebb sucking water out the Gate at about 4.5 knots. When you move forward at six knots through water moving against you at 4.5 knots, you're only making 1.5 knots

january

Don't spend all your money on Christmas — save some for the two boat shows coming up in January. The first one, which runs between January 2-10, is the Northern

– cont'd

over the bottom — not very fast at all.

You can confuse speed through the water for speed over the bottom all you want as long as there is good visibility and plenty of water. In thick weather or around offshore rocks and reefs you're not permitted such confusion.

boat shows

California Marine Association's San Francisco International Boat Show at the Moscone Center. The other show is the 46th

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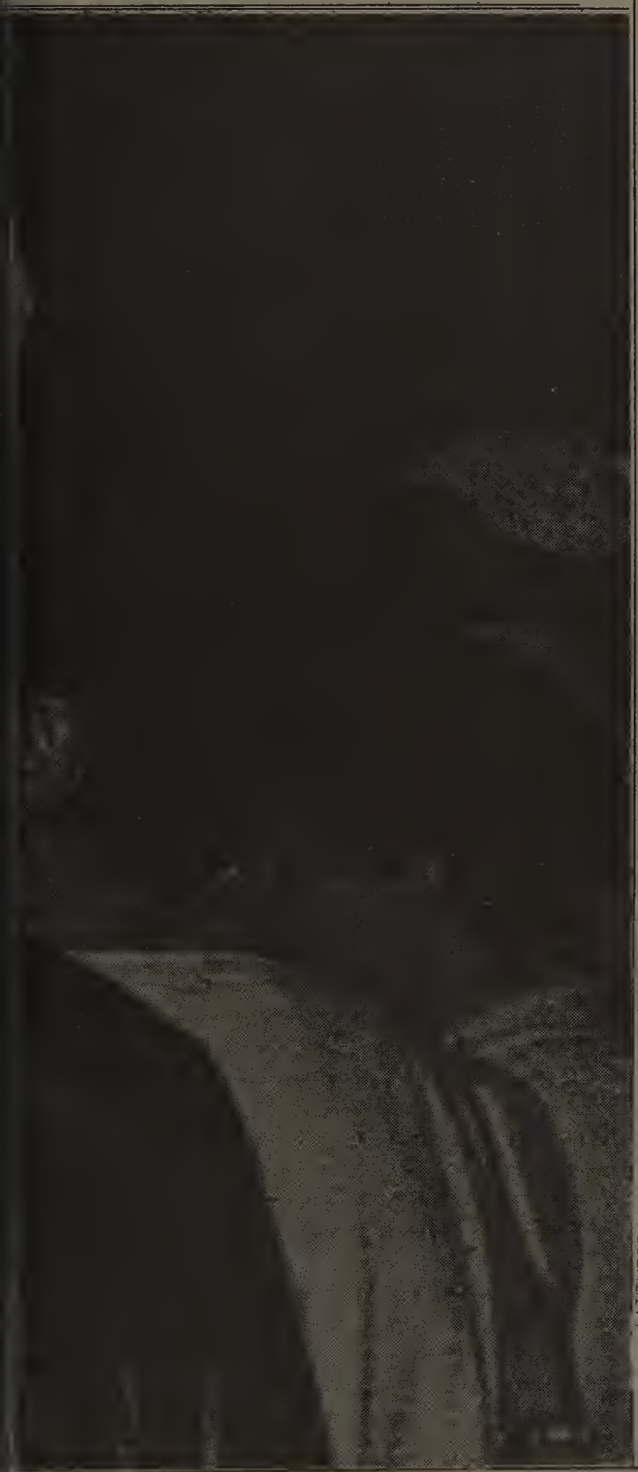
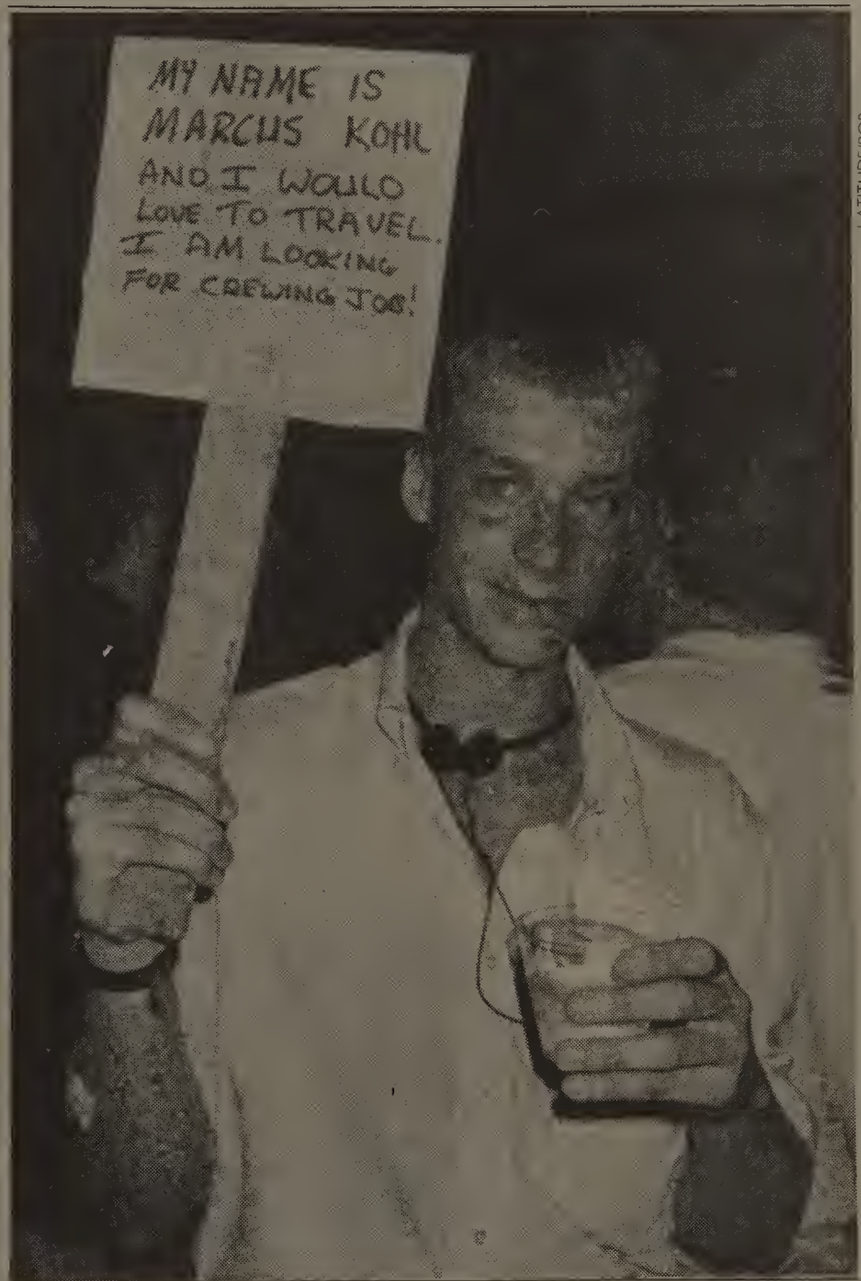


LATITUDE/ROB

pms party – cont'd

winter cruising season. According to Joan, "Insurance rates for cruising Mexico generally go down on November 1 because it's the end of hurricane season. Everyone usually heads down the road right after that, so it's a



LATITUDE/ROB

Marcus, the 'Cruising Lizard' and his date — they were all at the PMS party.

logical time to have a party."

Held every fall on the last weekend of October, the affair serves double-duty as a reunion of old friends and a chance to meet the "Class of '88", this season's crop of folks heading south. It's also the nautical equivalent of the "dating game", as people "worked" the party wearing blue or orange name tags depending on whether they were looking for crewmembers or looking for a boat. There were a lot of "wanna-be's" chatting up the "good rides", and we overheard some pretty interesting deals being worked out.

Eight kegs of beer, untold gallons of wine, and a ton of food disappeared as the happy crowd, many in costumes, mingled in the back section of the Falkosky's store. The hot subject of the night — other than exchanging cruising news and plans — was the ongoing battle between liveaboards/cruisers and the San Diego Port District over anchoring in the San Diego Bay. Throughout the evening, the staff of PMS gave away door prizes that

cont'd on next sightings page

pms party — cont'd

included a storm jib, two gallons of bottom paint, gift certificates, and small cruising paraphernalia such as fans and Sunshowers.

Mingling with the diverse crowd, we listened to tales of cruising the Pacific Northwest (there were at least four boats from Vancouver represented — *Windshadow*, *Spring Moon*, *Stone Raven*, and *Planetes II* — and even more from Seattle). We heard stories of coastal trips, such as San Francisco's Jim and Sally Mee on their Kettenberg 43 *Hotei* getting to round Conception twice — they were blown out of Cojo in mid-October by an easterly and, due to gear failure, got pushed backwards up the coast. We discussed cruising the Aleutians, which not many sailors have done, with world cruisers Bea and William Kesteloo. They're six-and-a-half years out of Holland on *Polka*, their unpainted aluminum 42-footer ("we were known as the 'beer tin' Down Under").

And so it went — it was a roomful of friendly, interesting people bonded together by their collective miles and love of the sea. Some had even come from as far away as Boston and Alaska for the occasion. One person in particular had reason to be there — he's a popular older guy named Hermit who'd flown in from Albuquerque, New Mexico. It turns out Hermit is also known by his call-sign, KB5HA, as he's the control for the "manana net" on Saturdays. He was meeting many of his "clients" for the first time.

Pacific Marine Supply is truly a "cruiser-friendly" store which is quick to help visiting yachties out with a loaner truck, a book exchange, mail services, a radio network, and a whole lot more. And they've got a good thing going with their annual Kickoff Party. About the only thing wrong with it is that the cruising spirit becomes so infectious we want to chuck this journalism gig and head out to sea again.

anchor-outs almost at the bitter end?

In a journey that seems like it's covered a 100,000 public hearings and meetings, it looks as though legislative battle to rid Richardson Bay of houseboats and anchor-outs might be nearing an end.

On November 18, the City of Sausalito and the County of Marin held yet another public meeting on the topic, this time at the Sausalito Yacht Club.

During the meeting, the same old arguments were made that have been made a hundred times at a hundred other meetings. After ten years of yammering back and forth, it seems to us that not one person has ever changed their position on the issue. Everyone agrees Richardson Bay should be rid of derelicts; the debate is whether it's just the boats or boats *and* people that fall into that category.

But as Machiavelli noted years ago, might makes right. Unfortunately for those anchored-out, they've got a few shoreside friends but no political juice.

As a result, the Marin County Board of Supervisors endorsed the plan that would ban boats from anchoring in Richardson Bay for more than 30 days. The City of Sausalito also adopted the plan, but not surprisingly, with a catch. If a better plan comes along, they say they'll still be willing to listen to it.

Sausalito's skittishness is understandable. The town survives on tourism and parking tickets. If there were to be adverse national publicity about "that cute town across from San Francisco" forcing 'artists' out of their homes and onto the streets during this period of higher consciousness over the plight of the homeless — well, that's not going to help sell t-shirts or Mrs. Fields cookies on Bridgeway. Like entertainers, tourist towns have to be careful about their image.

In any event, the measures that would prohibit the anchor-outs now goes to the Richardson Bay Regional Agency meeting — yes, another one — on December 10. It's the RBRA that's supposed to lead the county-wide efforts to clean up Richardson Bay.

Many of the objects floating and awash on Richardson Bay are abandoned piles of junk. It's likely they'll be removed without much trouble. But after that things could get very messy — and violent. There are folks who have been living on Richardson Bay for years who believe to the depths of their

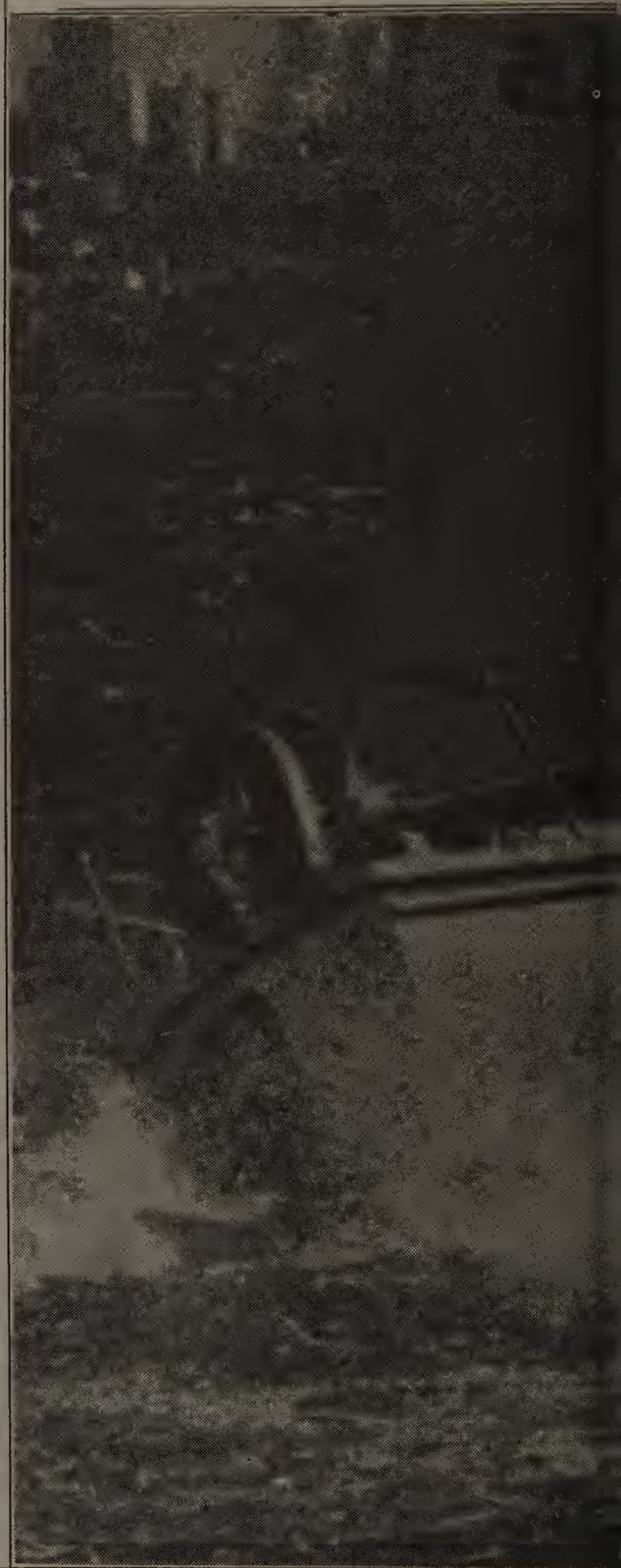
cont'd on next sightings page

january boat

Annual San Francisco Sports and Boat Show, which runs between January 8-17 at the Cow Palace in Daly City.

It costs five bucks to get into each show (children and senior citizens get a break), but it's pretty easy to get your hands on $1 discount coupons or, better yet, complimentary tickets from your friends in the marine industry.

We used to spend a lot of time and energy



shows — cont'd

wondering how two boat shows came to exist simultaneously within five miles of each other. For a while there, it seemed like one of the great mysteries of the universe. Now however, we've come to accept this phenomenon as a quirk of the free enterprise system — such as finding more than one gas station at an intersection — and learned to enjoy both shows for what they are.

cont'd center of next sightings page

anchor-outs — cont'd

hearts that they have historical and other rights to be there. With nowhere to go, they are unlikely to go peacefully.

Our wager is that you'll see this battle on the national news before it's all over.

this month it goes to redwood city

December's "The BCDC Had Me Thinking Liveaboard Greywater Was The Primary Source of Bay Pollution" goes to Redwood City, where on Friday, November 21 a mere 10 million gallons of *raw* sewage were poured into

cont'd on next sightings page

LATITUDE/RICHARD

this month it goes — cont'd

San Francisco Bay via Ravenswood Slough, Redwood Creek and the end of Marsh Road in Menlo Park.

Bungled pipeline repairs were the original source of the problem. Officials were faced with sewage either backing up into homes and residences or allowing it to flow down sewar drains and into the Bay.

Assuming there are 1,000 liveaboards in the Bay, 85 percent of them who never poop or pee into local waters, how many hundreds of centuries would it take all liveaboard sewage to equal that of Redwood City's one day leak? The answer should be forwarded to the BCDC Staff and Commission, which from time to time seems to need a little assistance in getting their priorities straight.

flotation idea awash

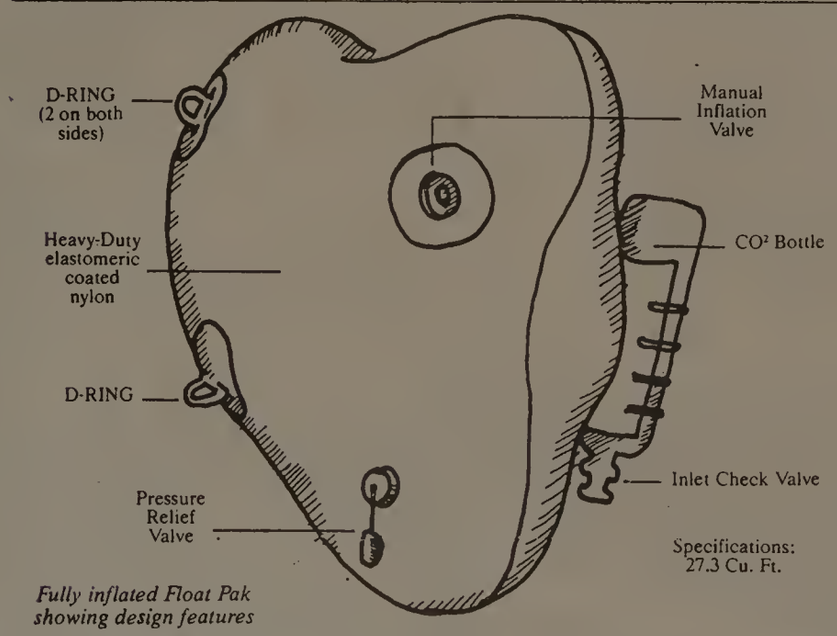
During the last several years we've had a lot of letters in *Latitude* about positive flotation for boats. Recently we were sent a brochure which describes the Float Pak by Avitare Marine Design. From our limited inspection, it's the best looking flotation system we've seen.

The portable 'paks' weigh 25-pounds and are the size of a rather small duffle bag. They consist of a Hypalon-like bag and CO2 bottle used for inflation. There are pressure relief valves to prevent overinflation, and four D-rings to attach the bag to parts of the hull.

According to Santa Barbara-based Avitare, each bag provides 1,500 pounds of flotation. One such Float Pak would be enough to keep a J/24 afloat (remember the two that sunk on San Francisco Bay earlier this year?); two would be needed for an Olson 30 or a 9,600-lb wood boat like a Serendipity 28. A solid fiberglass Seabreeze 35 would require five Float Paks.

Avitare listed the bags at $500 each.

We say "listed", because the company no longer markets them. According to John Groupe, one of two partners in Avitare, they decided to discontinue production for purely economic reasons. Their marine products are a sideline to their other careers; they also produce the Little Lugger dock cart.



Features of the Float Pak as seen when inflated.

Groupe and his partner would like to sell the Float Pak rights to someone — perhaps an inflatable boat or liferaft company —where it would fit right in with the rest of a line. Or who knows, maybe to one of California's many entrepreneurs.

If you're interesting in buying the rights — and we hope somebody is because this looks like a great small boat product — call Groupe at (805) 967-3589.

january boat

The Moscone Show promises to be twice as big as last year, and includes such attractions as the new "cruising interior" Express 37 and — we can't wait to see this — Twiggy the waterskiing squirrel. The Cow Palace Show, which is less of a boat show but more

december 5th

Saturday, December 5th at 4:30 p.m. is the date and time of the 1987 Annual Lighted Boat Parade, Landbubber's Party and Fireworks Spectacular at the foot of Broadway in Oakland — as well as in the Estuary just off Jack London Square.

If it rains, which it rarely does in California, the Lighted Boat Parade, Landlubber's

children

Young children on boats have to be watched with never-ending vigilence. This unfortunate fact was once again made clear on November 20, when three-year-old Henry Gilbert is presumed to have fallen overboard and drown in the frigid waters near Aquatic Park.

The child's parents, Brian Gilbert and Linda Poteet, told authorities that their youngster had been wearing a lifejacket when the two of them took a nap on their 33-ft cabin cruiser. When the parents awoke, they found the lifejacket, but little Henry was gone. Search efforts by the Coast Guard and swimmers from the nearby Dolphin Club were unsuccessful.

Newspaper reports say Henry Gilbert was taken from his parents for several months in

captain's

For what seems like about three or four years now, we've been seeing ads and reading press releases about the "imminent" changes in the Coast Guard's licensing regulations for captains. We always thought a couple of years was a long time for imminentcy, but maybe that's being picky. At any rate, the news was always heralded, not surprisingly, by school's that help mariners prepare for the captains' tests.

If we remember correctly, there are something like 157,432 different types of captain's licenses or endorsements. (Would you expect any less of our great bureaucracy?) The changes in the licensing regs — which were effective, sort of, on December 1 — in a large part sought to consolidate the number of different licenses down to a more manageable 79,876 or so.

What's this mean to you, the individual

shows — cont'd

of an all-around sports show, will feature 12 halls of exhibits which cover a full gamut of outdoor sports. For more information on each show, call the numbers listed in the Calendar on page 15.

spectacular

Party and Fireworks Spectacular will be held Sunday, December 6 at 5:00 pm.

The joyous land/sea holiday celebration is brought to you courtesy of the Jack London Waterfront Association, the Oakland Holiday Committee and the Metropolitan YC.

If you want to get your boat in as a late entry, call the Metropolitan YC at 536-7450.

on boats

1985 because Linda Poteet was experiencing problems as a result of a congenital mental disorder. She almost died when Brian Gilbert gave her too much lithium, the drug used to treat her condition.

While never abused, young Henry Gilbert was temporarily placed with a Sausalito couple, under whose care he reportedly showed marked development. Despite the recommendation of the County Welfare Director, Henry was eventually permitted to return to his parents.

One Social Services source told the *Examiner*, "There was never any physical abuse, but there was terrible neglect. The concern was always that he would fall off the boat because they didn't keep an eye on him."

licenses

wanting to get the Operator of Uninspected Passenger Vessels or 'Six-Pak' license, the one that allows you to carry up to six passengers for hire? More good than bad. It's still the same test with the same sea time requirements, said spokesmen for several of the licensing schools. The good news is that holders of Six-Pak licenses now allow qualified skippers a coastal endorsement of up to 100 miles offshore with no further route restrictions.

The Coast Guard does say, however, that those who were issued Six-Pak licenses before December 1 cannot get an upgrade until the operator's license is due for renewal. Unless, of course, there's a "real need", in which case the captain might be given an endorsement on his existing license.

you've heard the 'f' word

LATITUDE/RICHARD

Well, this is the 'f' buoy.

coast guard may give up anchorages

Klaus Von Wendel resents BCDC's contention that the boat he lives on is illegal Bay "fill" that should be removed. He argues that he works in a marine field and has a right to live on his boat in a federal anchorage.

Von Wendel bought the catamaran *Sea Space* three years ago and has been living on it in Berkeley Marina's North Basin — part of federal General Anchorage No. 6 — ever since. The fanciful-looking boat was built from recycled materials and sat near the Webster Street tube entrance in Alameda for at least 10 years.

Wendel is caught in the middle, with the BCDC taking court action to move him out and the Coast Guard about to eliminate his anchorage — and his defense against the BCDC. A 1983 storm washed his crane barge and collection of other boats up on the east shore of the anchorage. He moved them to the west shore for repairs, and has been there ever since. One of his boats is an old minesweeper formerly owned by Greenpeace.

In an April cease and desist order, the BCDC quoted the McAteer-Petris Act: "fill means any structures floating at some or all times and moored for extended periods." The BCDC staff gave Von Wendel 90 days to apply for a fill permit, move his boats or face fines up to $6,000 per day.

Acting as his own attorney, Von Wendel argued he is anchored legally in No. 6 to repair his boats, "which otherwise would have become navigational hazards."

"I'm a mariner; water is my life," Von Wendel said. "They're choking the coastline so people can't get on the water anymore." His counter-suit against the BCDC is to be heard in Alameda County Superior Court December 16.

Von Wendel fears he may lose his fight to keep his floating lifestyle if the Coast Guard goes ahead with its plan to abandon nine anchorages in the Bay Area. Included would be General Anchorage No. 6, where *Sea Space* is moored.

Capt. Terry Lucas, acting district commander of the Eleventh Coast Guard District, said the anchorages would be abandoned because they are shallow and receive little use, don't contribute to navigational safety and preempt

cont'd on next sightings page

coast guard — cont'd

local government control over the anchorages.

The anchorages were set up in the days when barges would pull up next to shore and unload cargo onto wagons or trucks. Mike Lodge, project coordinator with the Coast Guard office in Long Beach, said the recent Ports and Waterways Safety Act sharply limits federal involvement in shipping. "The anchorages are not used by any commerce the federal government would regulate," he said.

The federal government now shares control of the anchorages with adjacent cities, counties and states. If the anchorages are abandoned, local agencies — including BCDC — would take over the areas. Most anchorage rules would be removed from the Bay, allowing ships to anchor in presently restricted areas.

Included in the Coast Guard proposal are General Anchorage No. 4 off Paradise Cay; No. 6 along Berkeley and Albany; No. 10 near Sausalito; Nos. 18, 19 and 20 on the west, north and south sides of San Pablo Bay; Nos. 24 and 25 on the north and south sides of the Carquinez Strait and No. 27 at the north end of Suisun Bay.

Two other anchorages — No. 7 at the west end of Treasure Island and No. 9 in the center of the Bay — would be reduced to stop overlapping the shipping lanes. Anchorage No. 5, south from Red Rock, would be enlarged.

In another move by the BCDC against Bay "fill", the agency October 20 filed suit through the state attorney general's against Forbes Kaddoo, demanding that his floating tropical island be removed from Richardson Bay.

The 100-foot concrete structure, landscaped with palm trees and boulders on the surface and containing living quarters below, has been a controversial fixture of the Sausalito waterfront since it was launched in 1980. In a letter to the agency, Kaddoo, 49, an eccentric millionaire, said Forbes Island is "an ecological, clean, self-contained island."

Robert Hickman, enforcement officer for the agency, said that under the McAteer-Petris Act, the island is either "fill" that needs a permit or a houseboat that doesn't have a legal berth.

wreck of the *robin*

Shopping around for a delivery skipper? Nevada cattle rancher Peter Marble, who until recently owned the familiar blue Hood 35 *Canadian Robin*, offers the following advice: "Know the person who's delivering the boat for you. Ask for and check references. Get a licensed, bondable skipper and always put your contract with that person in writing."

Marble learned the hard way, when his phone rang on Thursday, September 3, at seven in the morning. His boat, which was being delivered from Long Beach back to her homeport of San Francisco, had stacked up on the rocks off Santa Cruz. She was a total write-off. As the news sank in, the first of many questions Marble would ask was "is everyone okay?". Only then did he learn that the paid skipper, 27-year-old Michael Egan of Santa Cruz, was delivering the boat alone.

Witnesses on the dredging barge off Santa Cruz and on shore had watched helplessly as the boat — with no one on deck — motored at hull speed onto the shore at Natural Bridges State Park shortly after daybreak. The skies were overcast, but the visibility was good. The ocean was totally calm — a perfect day for delivering a boat uphill to the Bay. With the autopilot steering the boat, Egan had gone below and fallen asleep — either literally or figuratively — while checking the amount of fuel left in the tank.

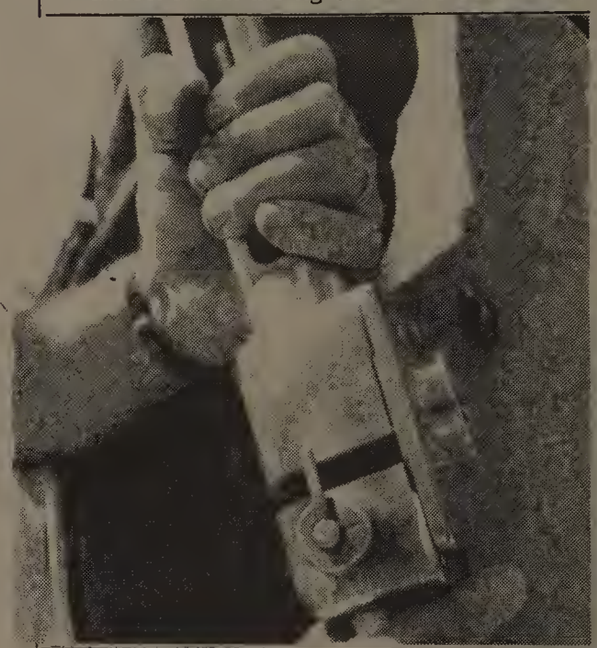
The impact of the collision sheered off *Canadian Robin's* rudder and keel, and tore a large hole under the waterline on her starboard side. The wounded boat was so far up on the rocks that the only way to lift her off would have been by helicopter. Unfortunately, all suitable choppers had been sent up to the Sierras to fight the then-raging forest fires. After being pounded on the rocks for 24 hours, *Robin's* deck separated from her hull, and efforts to save the boat were abandoned. The insurance company declared her a total loss.

cont'd on next sightings page

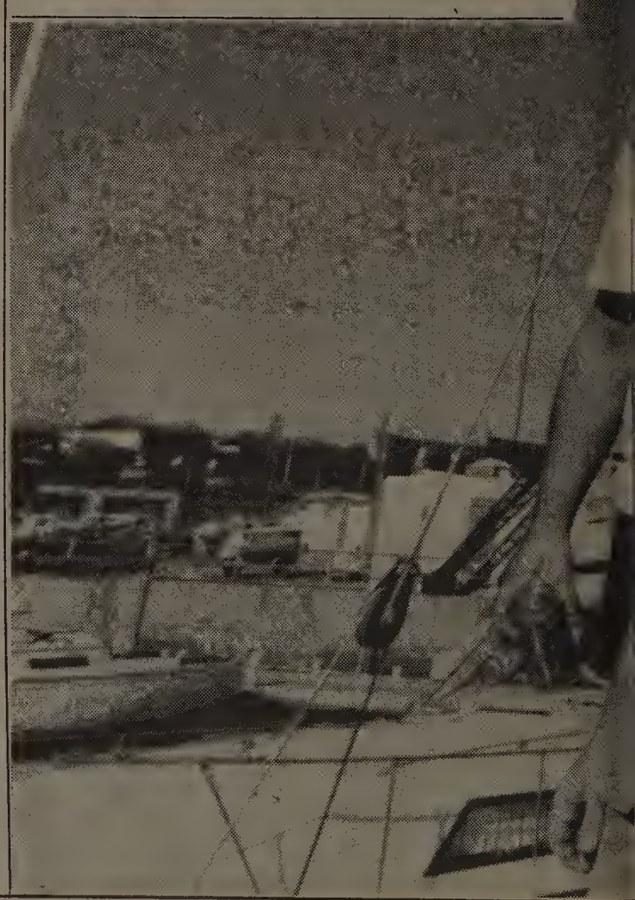
happening of

Our "shit happens" award of the month for December goes to Frank Robbins and the crew of *Kialoa II*. Like many others, Robben decided to kick off the Mexico cruising season by racing there on the November Cabo Race.

Well, it didn't take long for shit to happen to the 73-ft ketch. Within five minutes of the November 14 start, the antique Barient backstay fitting broke and the 20-knot breeze almost shook the rig out of the boat. What



The cause — and the crew.



the month

made the mishap all the worse is, despite crew no-shows, and despite a less than spectacular start, the big ketch was overhauling competitors in just the mile and a half before the big bang.

Anyway, *Kialoa* went from a screaming 10-knot reach to an equally frantic dead-in-the-water as the crew got the sails down. Fortunately, the running backs held the rig up. The flailing broken backstay gouged the aluminum hull up some, but happily there were no injuries — save to pride — to anyone aboard. As they watched the fleet disappear over the horizon, a dejected Robbins and crew turned around and headed into Long Beach.

By now, it was Saturday afternoon and near quitting time for everybody at the Long Beach Boatyard. But not everyone went

cont'd center of next sightings page

wreck of the *robin* — cont'd

"Fortunately gross ineptitude and stupidity aren't enough to cancel your insurance policy," said Marble, who gave his insurance company and the salvage company high marks. Marble had turned the boat over to Egan three days earlier, only hours after meeting the delivery skipper for the second time.

Egan — who claimed to have seven years of deliveries under his belt — had promised to bring an experienced, qualified crew. However, he showed up at the airport alone, explaining the crew would join him later. According to Egan's report, he picked up an unknown crew in Long Beach instead, who subsequently had to be dropped off in Morro Bay. When questioned later by the insurance company, Egan couldn't remember the crewmember's name.

"Exactly what happened isn't that important. What's done is done," said Marble calmly. What disappointed him a lot, however, was Egan's response to his question of what he would have done differently on the ill-fated delivery. "He (Egan) thought about it for awhile, and then answered 'Nothing, I would have done it the same way'."

Egan was unavailable for comment on the accident — in fact, he was off on another delivery.

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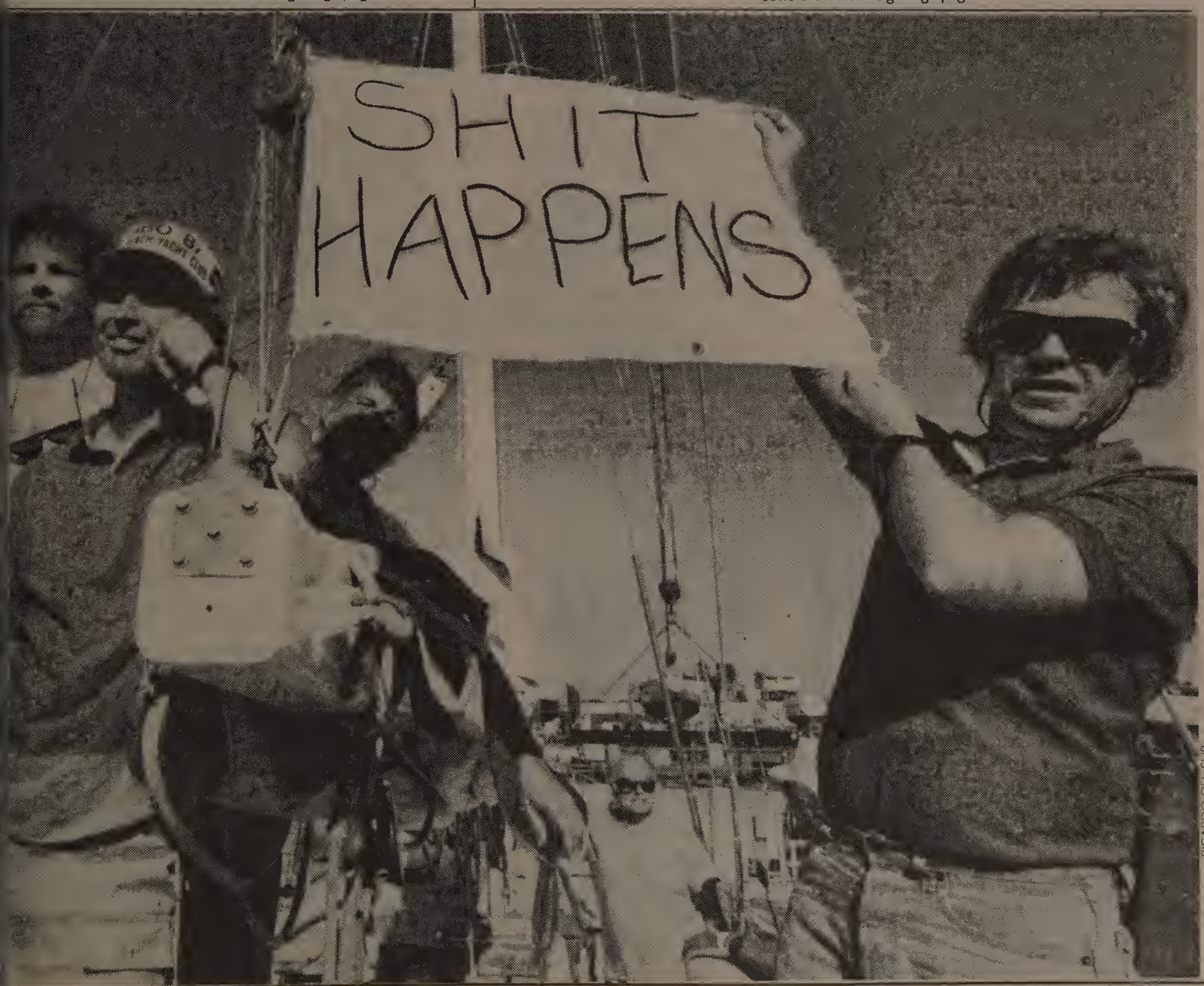


RICARDO DEL SUR

wreck of the *robin* — cont'd

Marble, who obviously was very attached to his boat, ultimately blames only himself for its demise. "I let myself down — and the other people who sailed on, worked on, and loved that boat — by not spending more time to check the competence of my delivery skipper."

One person in particular was eagerly awaiting *Robin's* return (Marble had been keeping her in Southern California since January). Jerry Boscow of Alameda Yacht Construction had refurbished the 1972 racer for over a year, putting in a custom teak interior and generally redoing the whole boat. He was looking forward to taking pictures of his work for his portfolio. "You should have seen her," he sighed, "She was absolutely cherry!"

a 'new' transpac — the west marine pacific cup

Geoff Eisenberg, senior vice president of West Marine Products, has informed *Latitude* that the 15-branch marine store chain will be sponsoring a revised version of the Pacific Cup race, now to be called the West Marine Pacific Cup, from San Francisco to Hawaii. The next such race starts July 4, 1988. West Marine Products has further agreed to sponsor the next four Pacific Cups, which will be held on even numbered years to alternate with the traditional Los Angeles to Honolulu TransPac.

The West Marine Pacific Cup has a different destination — and intent — than did the original Pacific Cup that was started by the Ballena Bay YC (Alameda) in 1980. Previous Pacific Cup's finished at Nawiliwili, Kauai, and featured IOR, PHRF and doublehanded divisions. The West Marine Pacific Cup will finish at Kaneohe Bay, a few miles shy of Honolulu on Oahu.

According to Eisenberg, the intent of the West Marine Pacific Cup is significantly different than the Los Angeles to Honolulu classic. As many observers have noted, the 'classic' TransPac has changed dramatically in nature over the last ten years. The family and 'bunch of good friends' entries are way down; the race has almost totally become the province of the grand prix sleds.

The idea behind the West Marine Pacific Cup is to bring more average sailors — and even families back — back to TransPac racing. Like many folks, the organizers of the West Marine Pacific Cup feel that the sport of sailing has been suffering partly as a result of some events becoming too hi-tech and elite for their own good — or the sport in general. Whether that's true or not, in order to appeal to a broader group of sailors, there will be four divisions in the West Marine Pacific Cup: IOR, PHRF, IMS and doublehanded.

Eisenberg explains: "The idea is to provide enough divisions to match the level of every skipper and boat that wants to enter." In other words, a race

cont'd on next sightings page

happening

home. The scene was "one for the Gipper" as crew and yard personnel pitched in to fix the problem and get *Kialoa II* back in the race. Within a few hours, they were back out, running south before a now dying breeze.

If this were made for a TV movie, Robbins and company would have smoked through the fleet wake to victory against impossible

sailmaker shuffle

In our last installment of The Shuffle — wherein we noted the passing of the Oakland UK loft — we alluded to the wolves being at the door of another UK loft. Being the tasteful reporters that we are, and not wishing to hasten anyone's demise, we didn't mention which loft was going down next. It was in fact Chris Sellars' UK loft in Carson, as well as his service loft in Newport Beach, that recently went out of business.

For a few weeks it looked like UK's only presence on the West Coast was going to be in Seattle. Enter Sam Heck, who along with his "older" brother Pete (they're identical twins, born five minutes apart) and Cliff Stagg, just re-opened the loft in Compton. The new concern — it's an entirely different franchise than Sellars' deal — will be called UK Southern California, and initially at least, it will be a leaner and meaner operation than the previous ill-fated one. They intend to cover Northern California as well, which should land Stagg, a longtime San Francisco Bay sailor, some business trips back to his old stomping grounds. UKSC can be reached at (213) 603-0554.

Item two: Windjammer Sails merged with Doyle Sails last month, a move which Windjammer owner Charlie Gautier explained as mutually beneficial. "Their international name and expertise in racing will help us, and in return they get exposure on the West Coast and access to our cruising market. I think it makes sense for smaller lofts to align themselves with established bigger ones. It's kind of a 'united we stand, divided we fall' deal where we can share expenses and

the only way

The way Charles Ormond, Staff Commodore of the Metropolitan YC of Oakland sees it, the best way to start the new year is by circumnavigating Alameda, to once more prove that it's an island.

The first day of 1988 will mark the 16th year in a row the Metropolitan YC will sponsor the annual cruise, one that is cordially opened to everyone, yacht club member or

— cont'd

odds — which would have probably included sinking a Russian sub and attack by killer bees. In the real world, though, they finally dropped out when the wind petered out. When shit happens, shit happens.

Now that they've had their share, we wish them fair winds and a good charter season this winter.

— part II

technology."

The newlywed organization will continue to do business out of its three locations (San Diego, Newport, Oakland) as Doyle-Windjammer. Their production facility. likewise will continue to operate in Tecate, Mexico — the town that brings us the beer of the same name. Gautier, an Air Force career man who turned to sailmaking in 1976, founded Windjammer in 1981. Massachusett-based Robbie Doyle founded his loft about the same time, and now counts about 20 lofts worldwide.

Item three: Another international sailmaking concern — also headquartered on the East Coast — is in the process of merging with a medium-size Southern California-based loft. We have been asked not to name the parties involved as negotiations aren't quite finalized. "We're still dotting the 'I's' and crossing the 'T's'," said our source, who's a well-known dinghy and IOR sailor. Watch for their wedding announcement in our next issue.

That's all folks — at least for this month. Things are happening so fast in the sailmaking world that you can't tell the players without a program anymore. But lest we leave the reader with the impression that the entire sailmaking industry is undergoing a shakeout, consider the words of Sobstad's Jocelyn Nash, a 20-year veteran of business: "In your last Shuffle, you quoted Dee Smith as saying 'Like most people in this business, we (UK Oakland) were on the edge the whole time'. I think that's wrong, and unfair to those of us who're doing just fine."

to start the year

not.

The cruise begins at 10:00 a.m. at the Embarcadero Cove clubhouse, and will pick up additional participants at the west end of Government Island. It's important that everyone stick together, so that the opened bridges don't block traffic for an excessive amount of time.

It's additionally important that everyone

a 'new' transpac — cont'd

that would just as enthusiastically welcome a family racing a Cal 34 in PHRF as a Santa Cruz 70 racing IOR as a duo doublehanding an Olson 30.

"The Fun Race to Hawaii," says Eisenberg, "is the key motto and the key concept."

In addition to the traditional trophy prizes, West Marine will be working with other marine businesses to put together a collection of "useable" marine prizes.

One of the big goals of the race will be to draw entries from the Pacific Northwest and Southern California to supplement the obvious Northern California base. This was something the original Pacific Cup was never particularly successful at doing.

The four years of the San Francisco to Kauai Pacific Cup were dominated by *Merlin*, the Lee 67. She took line honors in each race with elapsed times of 10 days, 4 hours in 1980; 10 days, 4 hours in 1982; 9 days, 7 hours in 1984, and 10 days, 5 hours in 1986.

While the San Francisco to Kaneohe course is about the same distance as the Los Angeles to Honolulu TransPac, under some conditions it would offer a better shot at a new TransPac elapsed time record. What often cripples Los Angeles to Honolulu record attempts is the typical first day or two of light winds getting away from Point Fermin.

Finding good wind off the coast of Northern California in July is rarely a problem however. There's no better evidence of that than the early performance turned in by Jonathan Livingston and Gary Clifford during the 1984 Pacific Cup aboard the Express 27, *Lightn' Up*. After four full days of racing, the duo in the surfing 27-footer had covered a phenomenal 1,100 miles or one half the course! Had they been able to maintain the astounding 11.4 average for another for days they would have smashed *Merlin's* monohull record.

Entry forms for the West Marine Pacific Cup will soon be available in all West Marine Product stores or by calling the West Marine Pacific Cup Yacht Club at (415) 331-2236. The deadline for entry's is April 1; the entry fee is $500.

The advisory group to the race includes such sailing standouts as Tom Blackaller, Bill Lee and Carl Schumacher.

selling the soling short

Last month we had a little feature on the history of the Etchells — one which seems to have rankled San Franciscan Mark R. Murray, west coast regional vice-president of the United States Soling Association.

Wanting to "set the record straight", Murray explains that during the 1966 trials for the three-man Olympic keelboat, the International Yacht Racing Union wasn't necessarily looking for the fastest boat. In a fleet of boats of different lengths, it's only natural that boats with longer waterlines would complete the course first.

According to Murray, speed wasn't to be the sole factor. The selection committee was looking for a variety of features, including the performance of a dinghy, the stability of a planing keelboat, the ease of towing on a trailer, the ability to have the mast stepped with just three people, etc.

"As history has shown, the selection committee made a great choice," says the Soling class official. Indeed, Solings actively compete in 31 countries around the world under strict one-design rules. There are strong fleets in both San Francisco and Santa Cruz which are continuing to grow. Local Soling sailor John Kostecki, of course, is considered by many as the odds on favorite to win the gold medal in Solings at the Olympics in Korea next year.

Murray suggests the Soling is an equally good boat for those aiming for the Olympics as well as those satisfied with sailing in the local fleets.

no more 'on the cheap' a-cups

We don't know about you folks, but we're relieved to see that some folks,

cont'd on next sightings page

no more 'on the cheap' — cont'd

namely the Japanese, are finally willing to spend some real money in their effort to win the next America's Cup.

During the last Cup, the folks at the Golden Gate Challenge bragged that they were making use of a multimillion dollar Cray supercomputer. Big deal. Masakazu Kobayaski purchased the old *Australia III* from Alan Bond for $10 million and sent her to Sardinia for the 12 Meter Worlds. He brought along a Cray supercomputer the way the Golden Gate Challenge brought $10 Casio pocket calculators to Perth.

Some competitors didn't do diddly preparing their 12's for last summer's no-big-deal Worlds. For example, the Kiwi's. They just shortened the wings on the keel and took off the second spinnaker pole. Kobayaski wasn't about to lose face by not making an honorable effort. So, he had Ben Lexan design a new keel, had eight or ten new sails made, updated all the winches, and sailed with a boat full of hired Anglo's — and just a token Japanese crewmember.

And even though the cheap Kiwi's won the Worlds, you didn't hear a discouraging word from M.K. Truth is he didn't have a lot to say — at least in English. But what little he did say made a lot of sense to folks from the right side of the tracks: "There is no budget." Well put M.K., well put.

Finally, it would seem, a real yachtsmen. Enough of this going around to yacht clubs nonsense, having some of the hired help say a few words to the unwashed owners of 30 and 40-ft boats in order to beg — yes, that's what it was — a few hundred dollars at a crack. What the America's Cup needs is more guys like M.K, who aren't afraid to mount the largest privately-funded campaigns in the history of sport, who don't have to constantly count their small change to see if they can cover it.

M.K. is doing it properly. His America's Cup stable includes *Australia III*, *Australia IV*, a new fiberglass 12, a new aluminum 12, and what the hell, another two in 1989. Haven't we all had enough of these miserly campaigns where entire syndicates were content to try and get along with just three or four hulls? May those days be over forever! In fact, there were unconfirmed reports that M.K. was negotiating with the Mediterranean countries over the purchase of the Mediterranean Sea as a test tank.

And the Japanese gentleman who made his fortune by reconditioning U.S. batteries was not about to embarrass anyone with tiny tenders at Sardinia. No, he showed up at the Worlds with a new 147-ft carbon fiber motor yacht. He would have brought the sistership, *Bengal Bay Challenge*, but it was hung up in Japan. Not one to let obsolescence set in, Masakazu's new tender, a 196-footer, begins construction at the end of this year.

Since the Big M has demonstrated the type of person we all would hope to become associated with competetive sailing, it was a tremendous embarrassment when the president of Yamaha announced that the rival Nippon Challenge would start out with $28 million. What pikers. It wouldn't have been so bad if Hideto Eguchi had been talking about his own personal money, but he was talking about corporate money. A mere $28 million from 20 Japanese corporations? That wouldn't even cover the sushi bill of a repectable campaign. Don't they understand that this is the America's Cup, that it's important, that people will be watching? Toshiba selling arms secrets to the Russians was bad enough, but now we're really talking about serious Nippon national embarrassment.

One repectable Japanese effort out of two; let's hope they'll improve on that record in the near future.

While we're on the subject of the America's Cup, a lucky 21 yacht clubs around the world have ponied up the $25,000 application fee to challenge the San Diego YC for the mug.

Australia, not surprisingly, came up with the greatest number of challengers, six. They are the Claremont, Royal Perth, Royal Sydney, Royal Queensland and Cruising yacht clubs.

The Brit's have four challengers: the Royal Burnham, Crusade and Isis Corinthian yacht clubs as well as the Royal Canoe Club. We hope the

cont'd on next sightings page

the only way

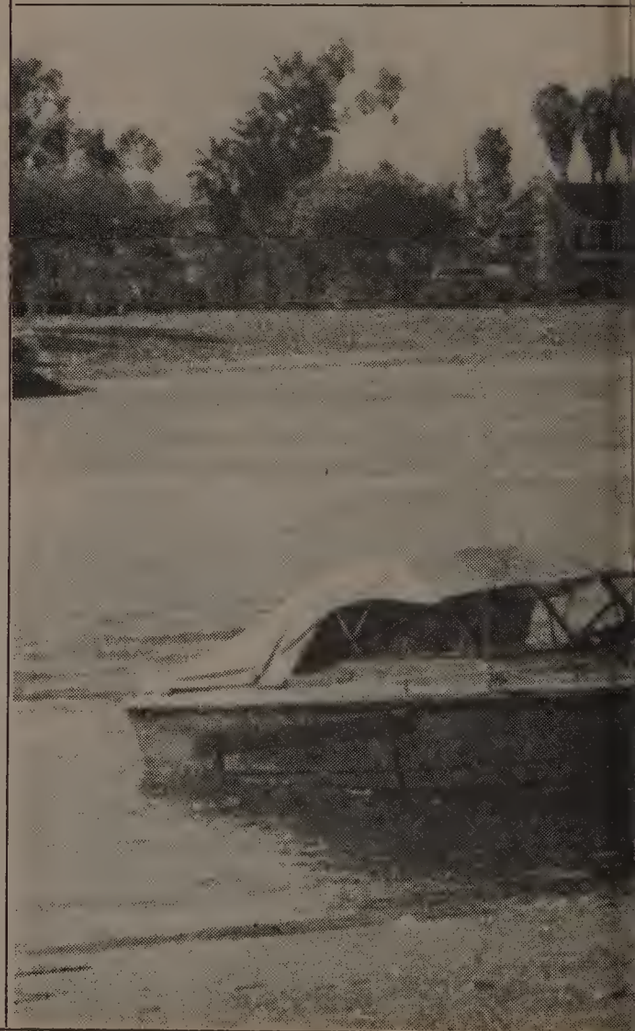
be prompt, lest any of the boats — typically there's a group of about 100 — get stuck in the silted waters of the narrow channel between San Leandro Bay and the south shore of Alameda. Even at high tide, boats should stay in the channel.

Around the "distal end" of Alameda, a docking crew will be ready at the historic Aeolian YC to help yachts tie up. Inside there'll be a New Year's welcome as well as refreshments.

"Following reinforcements, well-wishes and a God's speed for the rest of the journey," writes Ormond, "the flotilla will proceed to the Ballena Bay YC for additional refreshments."

big mack

When we first saw the scene below, and got through laughing, we recovered our composure and rapier wit long enough to think of a half dozen snide remarks about powerboaters, overkill and the resultant general decline of humanity. However, when the big Mack passed, tiny boat in tow, we began recalling the smell of burning clutches, spinning tires and all the other problems we've had pulling our own well-



– cont'd

A special bonus of this year's New Year's Cruise is that you may get to name a waterway.

It's been brought to Ormond's attention that the body of water on the north side of Alameda that is commonly but improperly called 'The Estuary', has no official name. In fact, by definition it is *not* an estuary.

There'll be a box at the Metro YC for your suggestion. There may even be a prize for the winner, beyond the possibility you might live long enough to see it put on an official chart.

If you've got any questions, call Charles Ormond at (415) 536-7450.

attack

traveled photo boat out.

In the end, we decided to leave it to you. While were sorting through the overwhelming responses to our "tongue in the clew" photo of a couple months back, we'll give you a head start on this latest caption contest. The best one wins a new Express 37, a trip to Hawaii and a *Latitude 38* T-shirt.

Just kidding about the boat and the trip.

no more 'on the cheap' – cont'd

members of the former understand this is a sailing competition.

The Japanese have the aforementioned Bengal Bay Challenge of M.K., the Nippon Ocean Racing Club's corporate challenge, as well as one from the Akita Agricultural College. Again, we hope the Aggies know we're talking about a sailboat race rather than some kind of harvest competition.

The lusty French have challenged with the Societe Nautique de Sete, the Yacht Club D'Europe and the Yacht Club de Nice. It's always nice to have the folks from Nice, don't you agree?

Spain is challenging with the Club Puerto Sherry, the Canadians with the furtive Secret Cove YC, the Swedes with the Stenungsbaden YC and the wily German's with the Deutsche America's Cup Verein.

Italy's national pride will rest on the shoulders of the Yacht Club Costa Smeralda, while the folks in Denmark think it's going to be a piece of cake once the Royal Danish YC effort comes out of the oven.

Conspicuous by its absence, of course, is the $25,000 application fee of New Zealander Michael Fay. As we all know, Fay has challenged the San Diego YC in 120-footers, and believes that by the Deed of Gift his is the only legitimate challenge. While that dispute wanders around the Supreme Court of New York, Fay's boat is nearing completion in New Zealand.

If Fay were to lose in court, it was originally thought he wouldn't be allowed to submit a late entry for the 12-Meter competition to be held off San Diego in 1991. We're happy to say that's been changed; Michael, if you'll send the $25,000, plus a late fee of $2.5 million, in small unmarked bills to *Latitude* , we'll see that you get taken care of.

The 21 challengers marks a 33 percent increase over the number of challengers in 1987; too bad our GNP couldn't perform as well.

Next stop by the challengers: Coughing up the $100,000 performance bond that's due by April 30.

RICARDO DEL SUR

LONG BEACH TO CABO:

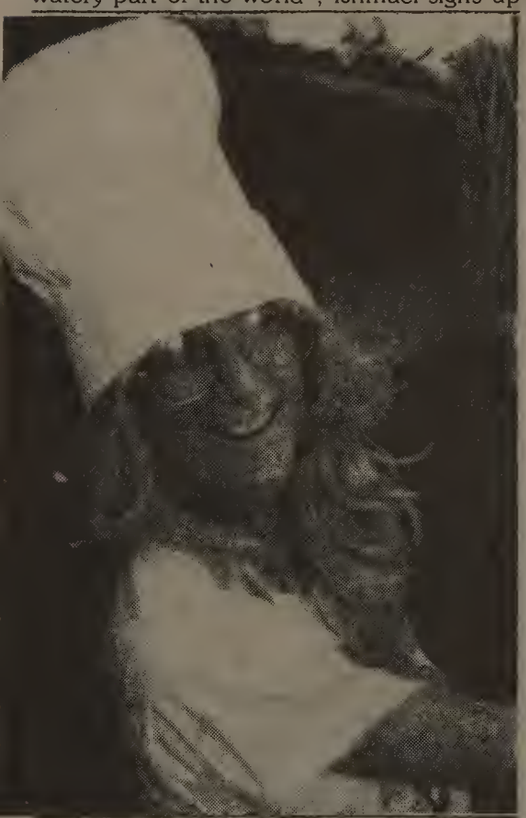
"Whenever I find myself growing grim around the mouth; whenever it is a damp, drizzly November in my soul; whenever I find myself involuntarily pausing before coffin warehouses, and bringing up the rear of every funeral I meet; and especially whenever my hypos gets such an upper hand of me, that it requires a strong moral principle to prevent me from deliberately stepping into the street, and methodically knocking people's hats off — then, I account it high time to get to sea as soon as I can."

— from Chapter One of *Moby Dick*

Thus does Ishmael begin the greatest sea story ever told, the one about the crazy captain and the albino whale back in the pre-Greenpeace days. To satisfy his desire to "sail about a little and see the watery part of the world", Ishmael signs up for an extended voyage on a heavy displacement job called the *Pequod*. It turns out to be a pretty weird trip.

If Ish were around today, and if things were getting a little grim for him during this damp, drizzly November, he probably would have landed a ride on a sled for the 12th Biennial Long Beach to Cabo San Lucas International Yacht Race. What better way to air out one's soul and readjust one's attitude than a sunny slide to Mexico? Actually, this one turned out to be a pretty weird trip, too.

Make that two trips. It was a schizophrenic race — depending on who you talked to, it was either a fine ride down the coast in steady wind or an overly long, light air exercise in frustration. It all came down to when you started, which in turn depended on what kind of vehicle you were driving. Slower boats, who comprised PHRF classes C and D, were given a 24-hour head-start on the rest of the fleet (IOR and PHRF classes A and B), and therein lies the tale.



TIM STAPLETON

The cook wears a big hat on long distance races.

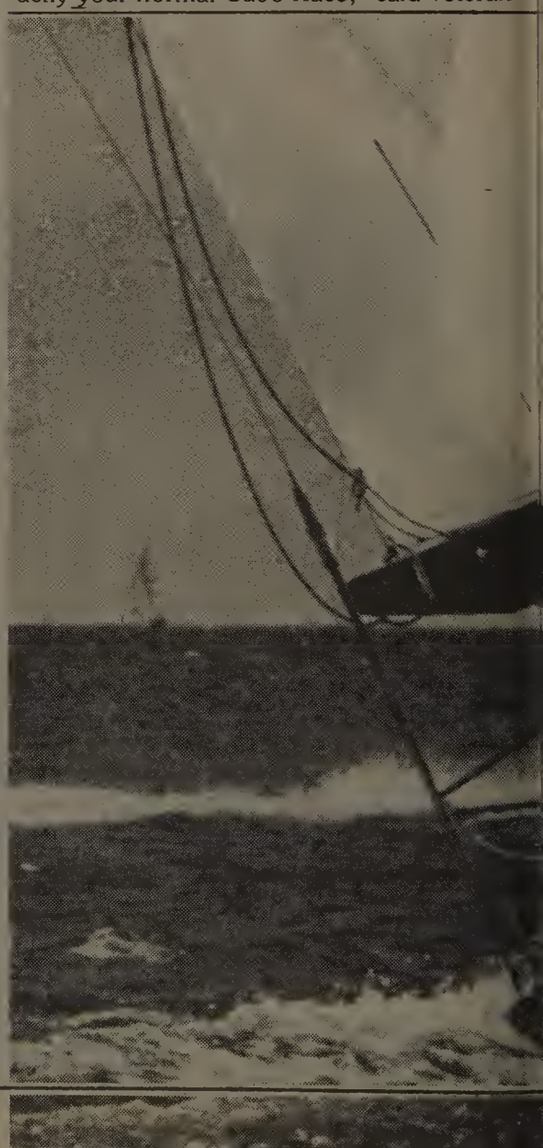
Going to the mat with the navigation chores.

An old sailors' superstition, one believed to date back to the Crucifixion, maintains that starting a long trip on a Friday is bad luck. Double that if it's a Friday the 13th. Triple it if it's blowing under five knots at the start. In the face of that much potential bad luck, we wouldn't have even left the dock, but that didn't stop the 17 boats who left Long Beach at noon that fateful Friday. Ironically, they were the lucky ones.

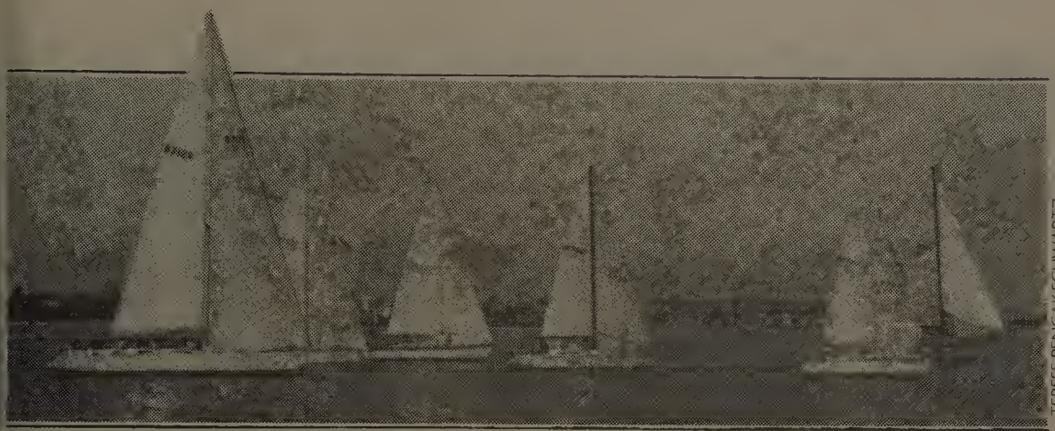
"For the first time in my life, I was happy to be on a lead-dog!" claimed sailmaker and ultra-light fan Dave Hodges. He was a watch captain on Philippe Kahn's comfortable Baltic 43 *Dolphin Dance*, which along with three Swan yachts — similarly elegant and heavy racer/cruisers — beat the next day's outstanding field of ULDB sleds and IOR war machines to the finish.

Another happy man — ecstatic, actually — was Roy Disney. His Nelson/Marek 68 *Pyewacket*, one of the more exotic and expensive sleds on the circuit, finally came through with her first major victory. And *Pyewacket* didn't just win, she annihilated her competition. At one point she was a mind-boggling 70 miles ahead of *Citius*, the next sled. "About halfway through the race we were so far ahead we couldn't believe it. We couldn't stop giggling . . . it was one of those once in a lifetime deals," said Disney.

The "magic cat" was the fifth boat into the inner harbor — only to be greeted by a sign on the "lead-dog" raft-up proclaiming "Condos 4, Sleds 0". The next sled, *Ragtime*, finished almost a day later. "This wasn't exactly your normal Cabo Race," said veteran



SWANS AND SLEDS



TERESE PENCAK SCHWARTZ

Friday the 13th turned out to be a lucky day for the little boats.

Mexican racer Steve Taft, who finished out of the hunt on *Mongoose*.

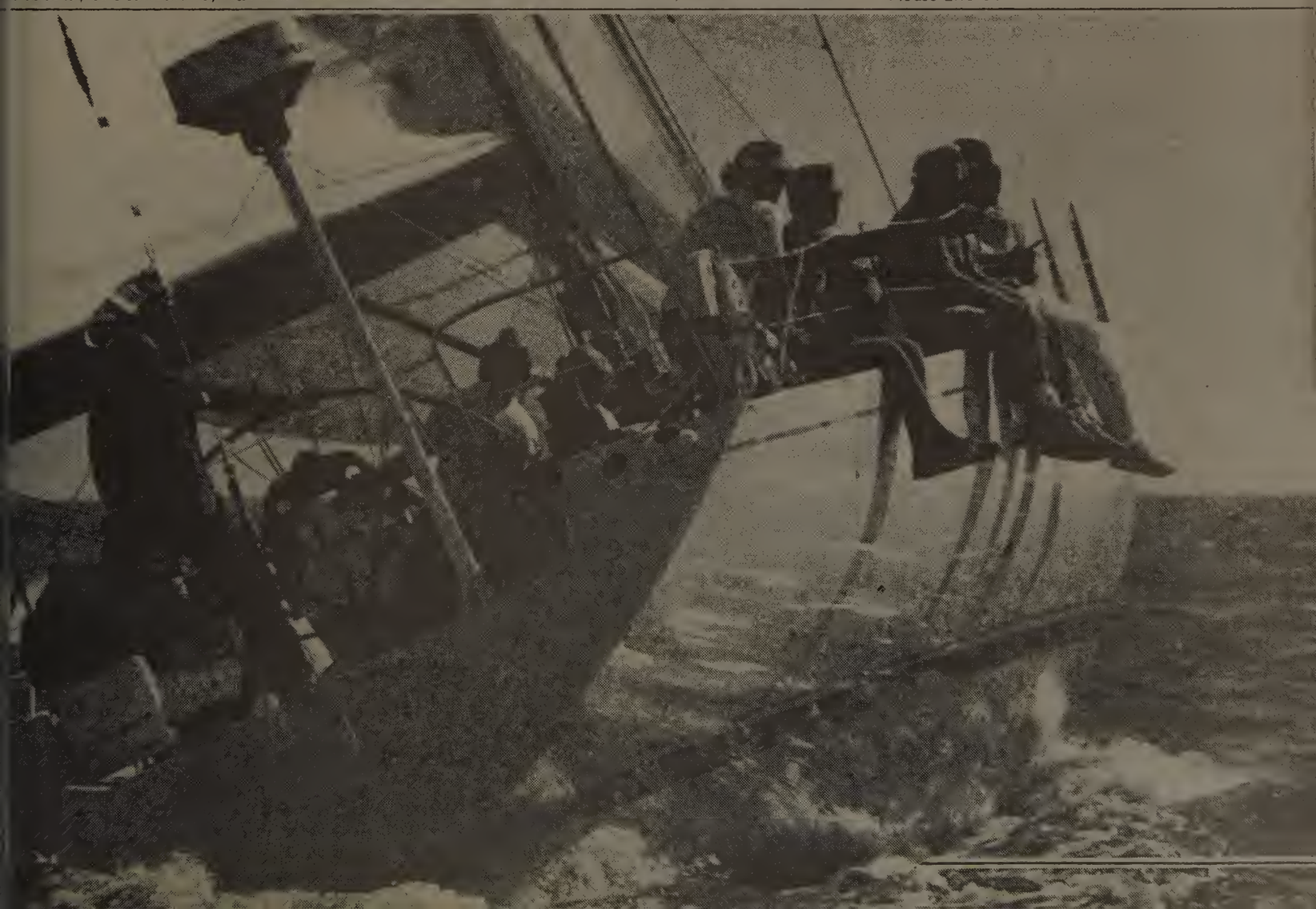
Forty-nine boats — the most ever — started the Long Beach YC sponsored 804-mile race. As far as we know, that's the biggest fleet any Mexican race (Cabo, Puerto Vallarta, or Manzanillo) has drawn in the last ten years. So much for Black Monday and the collapse of Western Civilization.

The popularity of this race has grown steadily since LBYC changed the destination from La Paz to Cabo for the 1983 race. The last 136 miles up to La Paz were scratched for a number of reasons, not the least of which was lack of interest among the racers. The fleet had been dwindling — who wanted to mess up a nice sleigh ride by beating upwind for over a day? Certainly no one who sailed in the 1979 race, when a 60-knot storm decimated the fleet as it worked up the Sea of Cortez. Only four boats made it all the way to La Paz and survivors compared conditions in that race to the tragic Fastnet affair earlier that year.

This time the fleet seemed polarized into two groups: to generalize, it boiled down to the Swans and the Sleds. The line-up looked like a cross between the TransPac and a Rolex Regatta; there just wasn't much action elsewhere in the fleet. Of course, there was a small IOR B fleet, a smattering of cruisers — such as Tim Stapleton's Islander 36 *Misfit* — heading south in PHRF D, and the random odd boat like the 74-foot *Kialoa II*.

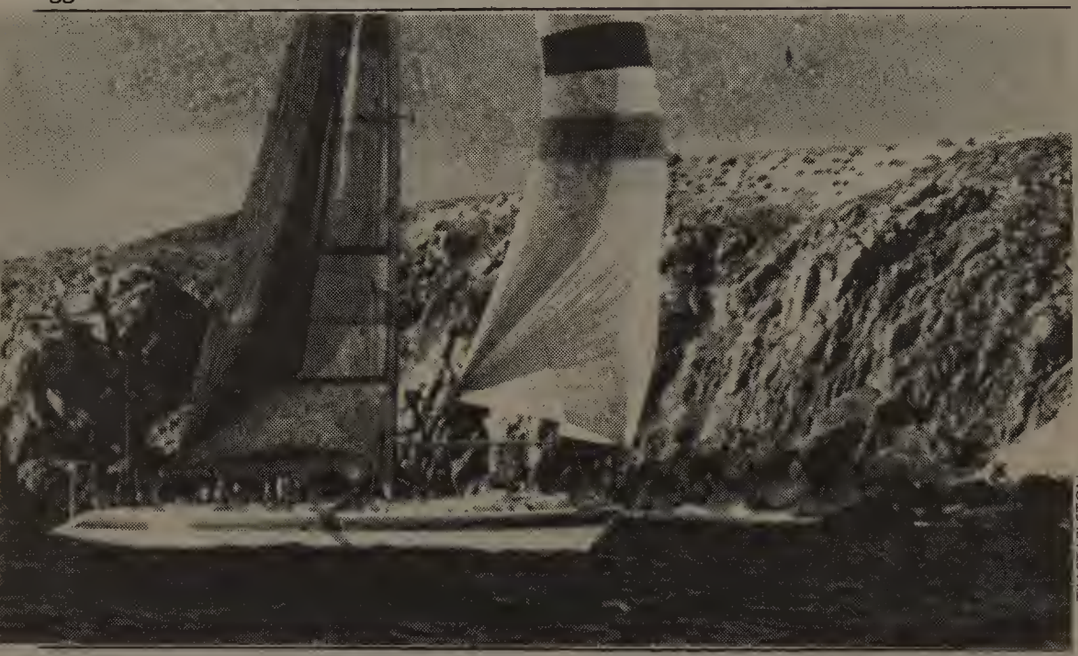
The hottest of the three sledding divisions was naturally IOR A, which consisted of six modern sleds, one mature sled (the 22-year-old *Rags*), and two lead-sleds, *Sorcery* and *Privateer*, a Whitbread veteran. All these boats rated at or near 70, and were racing boat-for-boat. PHRF A featured four Big Macs 65's, *Merlin*, and two big wavecrushers, *Christine* and *Kialoa II*. PHRF

Roy Disney drove 'Pyewacket' to a convincing victory, giving new meaning to the term 'Mickey Mouse Effort'.



LONG BEACH TO CABO:

B was a hodge-podge of four Santa Cruz 50's, three Olson 40's, two fractionally-rigged downwind fliers, and *Predacious*, a



TIM STAPLETON

After racing around the world, this time the Farr 80 'Privateer' races around Cabo Falso.

Baltic 48 that, unfortunately for them, was too big to race with the Swans. Also unfortunate for *Predacious* was that they sailed half the race with their folding prop open — they had to stop the boat and send someone over the side to hammer it shut.

The maxi sleds all had a shot at beating *Blondie's* elapsed record of three days and four hours, set in ideal conditions two years ago. Even though that record was accomplished in the now frowned upon "turbo mode" (after the TransPac, the sleds collectively decided to abandon big kites and long poles), it's breakable by 70 raters if the wind cooperates. *Blondie*, in her 70-rating configuration, proved that last March when she broke the three day barrier by two hours in the traditionally windier 790-mile Newport to Cabo Race.

Another record-smashing run seemed possible as a 20-knot breeze propelled the 32 bigger boats off the starting line in a hurry. But the tail end of the weather front that had passed through the night before — during which the smaller boats reported up to 35 knots of wind — was dying out. By the next morning it was apparent that no records would fall. *Mongoose*, like most of the big boats, reeled off 240 miles in the first 24 hours, but only 100 miles the second day.

Pyewacket and *Citius* split from the fleet, heading way out to sea as darkness fell the first night. Dave Ullman, aboard *Citius*, explained his logic: "We figured there would be a dead-zone inside where the westerlies collided with the Santa Anas. I also like going out in general, and usually feel comfortable about 40 miles off Cedros and 25 miles off Mag Bay." Disney and *Pyewacket* navigator George Alexander felt the same, but went out even farther — about 50 miles outside the rhumbline, or about two thirds of the way to Guadalupe Island.

The decision to bang the outside corner early in the race kept *Pyewacket* on the aft end of the same wind pattern that the earlier-starting Swans were enjoying. *Mongoose* and most of the fleet had headed for the beach when the other jibe had become favored; others, like *Citius* and *Merlin* followed Disney outside, but didn't play the hand out all the way. *Pyewacket* ended up spending a pleasant four days looking at their 3/4-ounce chute; everyone else spent their vacations jibing downwind with the 1/2 ounce up and the pole on the headstay. Some, like the Monte Livingston/Jim Feuerstein-chartered *Prima* used their daisy staysail as a windfinder for ten hours.

Pyewacket's position reports gave new meaning to the old adage about the rich getting richer. They were two miles behind the leaders the first day; 24 miles ahead of the fleet the next; then 45 and finally 70 miles ahead. "If there were a way to put some of that in the bank for next time, I would have gladly given back all but one mile," laughed Disney. The mood on the boat went from serious — "we needed a win" — to light as they cruised away from the fleet. A rum bottle mysteriously appeared on the "dry" ship the last night out, and the celebration began early.

As they crossed the finish line, the nine-man crew of *Pyewacket* observed a mock moment of silence for Disney's 30-year-old son, another Roy. He had to work — like his father, he's with the Walt Disney Company — rather than sail. "Bad timing on his part," said the elder Roy. "Now that we've won the first race he's missed, he thinks he's a jinx!"

Pyewacket finished at noon on Wednesday; the rest of the sleds straggled in the next morning. *Ragtime*, with Mike Elias skippering in Pat Farrah's absence came out of nowhere to grab second. They passed a clump of sleds on the last day by staying farther inside the rhumbline than anyone else, a move that veterans like Taft say usually doesn't pay off. "This year, the classic stategy worked in reverse — it paid to go out early, and later, go inshore."

Mongoose, a pre-race favorite, couldn't buy a break. Despite being 2,000 pounds lighter than at the Big Boat Series and having a hot crew led by Tom Blackaller, the boat finished a disappointing 7th. Their computer plotted wind direction and speed every three minutes throughout the race for navigator Ben Mitchell, and a sorry story it was. They averaged 6.8 knots to *Pyewacket's* 8.3 — as

TIM STAPLETON

Man overboard! Swimming was a pleasant diversion in a slow race.

crewmember Don Jesberg delicately put it, "things turned pretty quiet on board".

In PHRF A, Dixon Hall and his chartered *Merlin* — with 29-foot spinnaker poles, oversized kites, a fully battened mainsail, and a whopping minus 72 rating — beat the next boat, *Lean Machine* by 17 hours. Two boats, both heading south for the charter season, dropped out of this division in the light going — *Kialoa II*, and the MacGregor 65 *Zeus*.

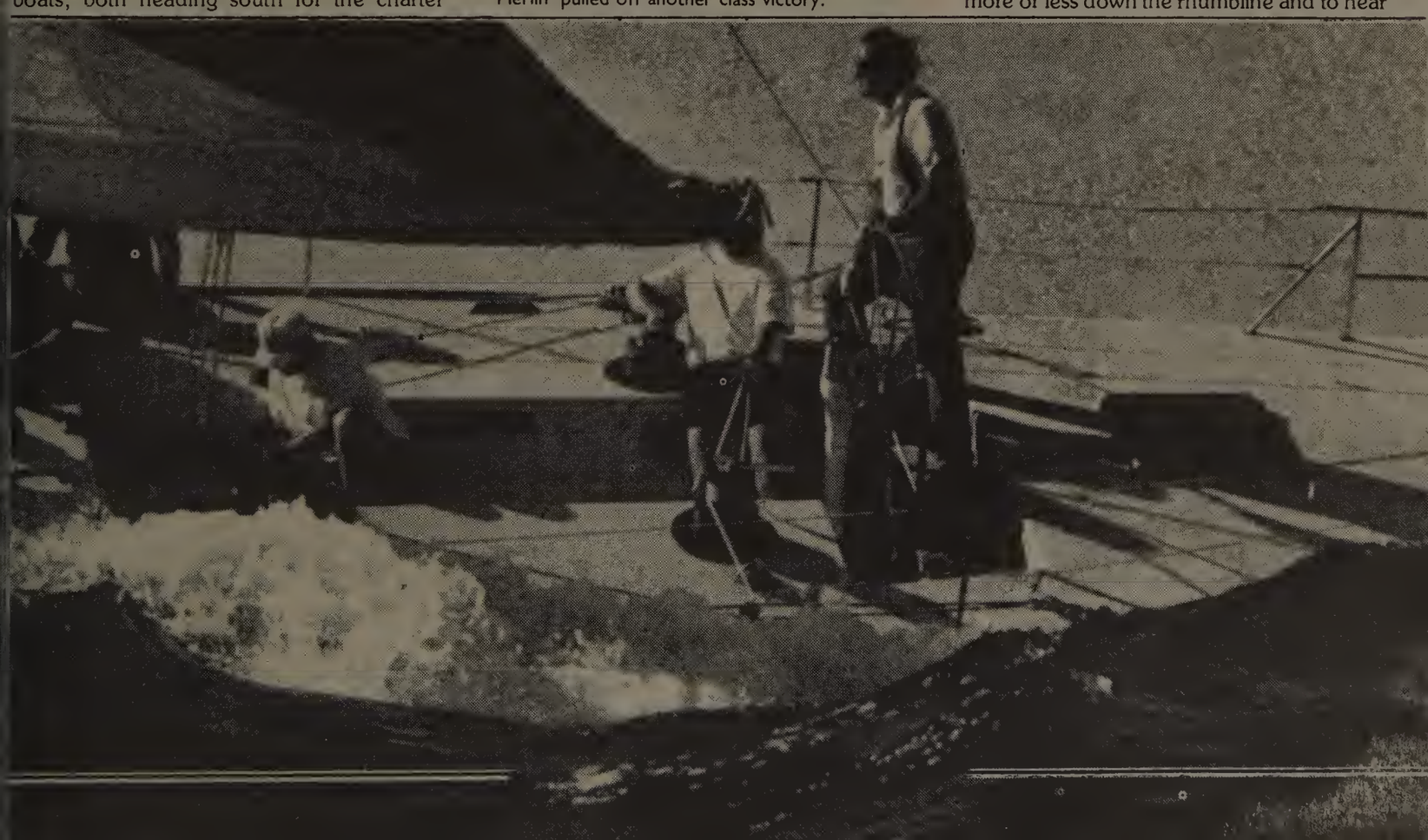
The former was running late anyway due to going back into Long Beach to repair their backstay adjuster: it broke half an hour into the start, but fortunately the rig stayed up. *Zeus*, however, dropped out north of Turtle Bay, anxious to get in for the party. According to owner Hal Nelson, they caught so many bonita that by the time they stopped at Turtle Bay for fuel and a lobster dinner, *they* were looking to trade their haul for old *Playboy's*, rather than vice-versa.

Insatiable, Dean Tank's hot N/M 45 turned in a fine performance, winning IOR B and coming in second overall in IOR to *Pyewacket*. That 1-2 performance by totally different Bruce Nelson designs suggests that the IOR rule, or the rated length (690 miles) of the course, is working — or maybe that Nelson has made some nice slips of the pencil lately.

Other class winners included *Valkyrie*, Warren Rosendale's Swan 38, in PHRF D. Three boats didn't finish in this division — two because of light winds, and one because the majority of the crew got seasick in the heavy winds of the first night. *Whistle Wind*, Kerry Choppin's Farr 55, sailed well to beat the mini-sleds in PHRF B.

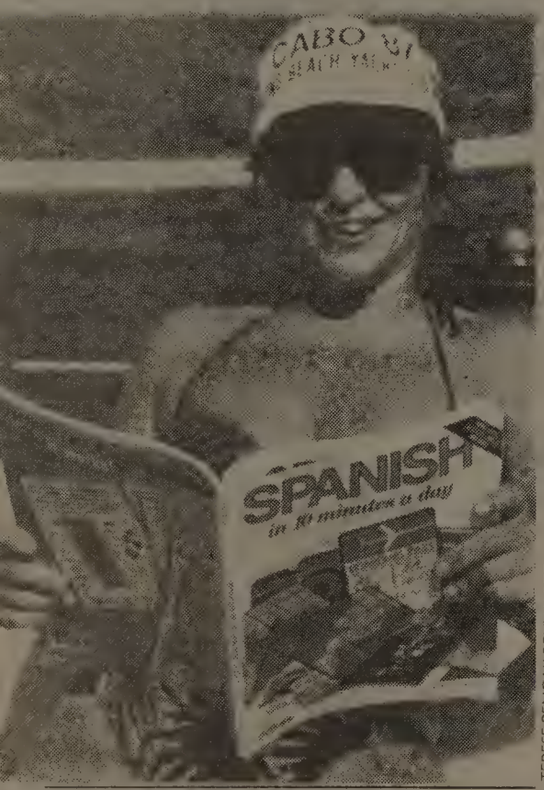
But it was the Swans — the "condos" — that really shined this time around. *Cygnus*, Noel Cobbs' Swan 51 finished first at one o'clock on Wednesday morning. Ernie Townsend's Swan 46 *Trumpeter*, came in 25 minutes later to correct out first in PHRF; two hours after that, Betty Epstein's sistership *Fowl Play* finished. *Dolphin Dance* joined the trio of Swans an hour later, and the crews of the four boats partied together as the sun came up.

They'd all been able to carry the breeze more or less down the rhumbline and to hear



Ten years old and still going strong, the magical 'Merlin' pulled off another class victory.

them tell it, this had been a "stock" Cabo Race. There was a bit of damage the first night — *Dolphin Dance*, for example, submarined as a 35-knot puff rolled through, and blew up a spinnaker ("we stopped; the kite kept going") But, on the whole, the



TERESE PENCAK SCHWARTZ

If the wind doesn't pick up I'll be fluent by Cabo.

boats that started Friday — especially the bigger ones — had a delightful trip.

The fact these boats had ice, showers, compact disc players, and VCR's — and still won — causes us to rethink our priorities a little. Most of them fished during the trip, watched a few movies, ate like kings, and of course had the obligatory cocktail hour each evening. It all sounds so *civilized*!

But the condo-dwellers got a little too smug when they raised a banner over their heavy-displacement raft-up proclaiming themselves to be "sledbusters". Bob Billingham of *Dolphin Dance* made it from one of the boat's bedsheets ("it was dirty anyway") and it featured the familiar red circle with a slash through a graphic of a child's sled. It was too much for the *Pyewacket* gang, who eventually got around to ripping it down.

It was all in fun, of course. When has any Mexican race — even the slowest one — not been? With due apologies to Club Med, we figure that for modern-day Ishmaels the real "antidote for civilization" is the Cabo Race, or any other race on the Cervesa Circuit.

If you missed this one, console yourelf in the knowledge that the double whammy of the circuit — February's Manzanillo Race, followed by MEXORC — is only two months away.

— latitude — *rkm*

1987 CABO RACE RESULTS

Fleet	Class	Boat	Type	Skipper	Yacht Club	Corr. Time
IOR A						
	1	*Pyewacket*	N/M 68	Roy E. Disney	LAYC	87:54:02
4	2	*Ragtime*	Spencer 62	Pat Farrah/Mike Elias	LBYC	106:13:30
5	3	*Citius*	SC 70	David Askew	LBYCL	106:38:22
6	4	*Cheetah*	Pet 66	Pennington/Howard	LBYC	107:10:53
7	5	*Barracuda*	N/M 68	Mitchell Rouse	CYC	107:34:10
8	6	*Prima*	N/M 68	Livingston/Feuerstein	DRYC	108:50:56
9	7	*Mongoose*	SC 70	Paul Simonsen	StFYC	108:57:04
11	8	*Sorcery*	Mull 82	Jake Wood	PMYC	113:19:23
13	9	*Privateer*	Farr 80	Arthur Radford	RORC	114:32:00
		Hotel California	SC 70	John Wintersteen	CYC	DNS
IOR B						
2	1	*Insatiable*	N/M 45	Dean Tank	ChiYC	102:27:00
3	2	*Winterhawk*	Farr 68	Hal Day	BCYC	106:03:14
10	3	*Roller Coaster**	SC 50	Wales/Weick	EYC	110:23:37
12	4	*Aleta*	Pet 46	Warren Hancock	NHYC	113:57:29
14	5	*Zamazaan*	Farr 52	Jack Ford	SLBYC	116:31:14
15	6	*Frantastic*	Choate 56	Phil Murray	LBYC	117:24:16
16	7	*Predacious**	Baltic 48	Arnold Nelson	DRYC	119:55:49
17	8	*Emily Carr**	SC 50	Lani Spund	CBYC	119:59:03
18	9	*Miramar*	Custom 79	John Scripps	SDYC	121:32:44
PHRF A						
12	1	*Merlin*	Lee 67	Dixon Hall	CBYC	115:34:02
21	2	*Lean Machine*	Mac 65	Thomas O'Keefe	CpBYC	132:41:30
22	3	*Joss*	Mac 65	Richard Daniels	LBYC	133:40:20
24	4	*Fastrack*	Mac 65	Michael Paselk	BCYC	133:45:45
26	5	*Christine*	Custom 84	Fred C. Preiss	PMYC	135:46:50
		Zeus	Mac 65	Harold Nelson	MYCO	DNF
		Kialoa II	S&S 74	Kevin McGrath	IYC	DNF
PHRF B						
14	1	*Whistle Wind*	Farr 55	Kerry Choppin	SBYRC	120:27:51
15	2	*Upbeat*	SC 50	Reese Lane	CYC	121:47:30
16	3	*Roller Coaster**	SC 50	Wales/Weick	EYC	122:15:21
18	4	*Windsurfer*	Olson 40	Walter Schneider	AnYC	127:20:33
19	5	*Emily Carr**	SC 50	Lani Spund	CBYC	130:32:39
20	6	*Black Silver*	Steiner 58	Steve Steiner	LBYC	131:10:51
25	7	*Rambunctious*	Olson 40	Mike Campbell	LBYC	135:09:43
27	8	*Predacious**	Baltic 48	Arnold Nelson	DRYC	136: 5:32
29	9	*Cipango*	SC 50	Evan McLean	LAYC	139:10:32
		Flight	Olson 40	Fred Hammett	SDYC	DNF
PHRF C						
1	1	*Trumpeter*	Swan 46	Ernie Townsend	BCYC	96:11:55
2	2	*Fowl Play*	Swan 46	Betty Epstein	SYC	97:16:10
3	3	*Cygnus*	Swan 51	Noel Cobbs	SBYRC	98:39:42
4	4	*Dolphin Dance*	Baltic 43	Philippe Kahn	SCYC	100:48:49
6	5	*Gitane*	Col 52	Ronald Ricker	SBYRC	107:06:28
8	6	*Toboggan*	Swan 42	Paul Queyrel	VYC	108:43:39
9	7	*Harlot*	Swan 51	Alan Harbour	SLBYC	110:16:34
10	8	*Naiad*	Farr 44	Langdon/Trebil	KHYC	111:45:49
11	9	*Gusto*	Swan 441	Peter Noonan	StFYC	112:00:33
PHRF D						
5	1	*Valkyrie*	Swan 38	Warren Rosendale	BCYC	105:15:33
7	2	*Ariel*	Tradewinds 40	Hugh McIntyre	CYC	107:29:32
13	3	*Misfit*	Islander 36	Tim Stapleton	SSS	110:24:60
17	4	*Gypsy Warrior*	Freya 39	Rick Gio	SRYC	125:22:28
23	5	*Millen. Falcon*	CF 41	David Turner	LAYC	133:32:50
		Janelle Marie	Formosa 56	John Boscarello	EYC	DNF
		Panache	Tartan 28	Ron Patterson	CtzRA	DNF
		Evenstar	Newport 30-1	Fred Greenfield	LahYC	DNF

*Double entry

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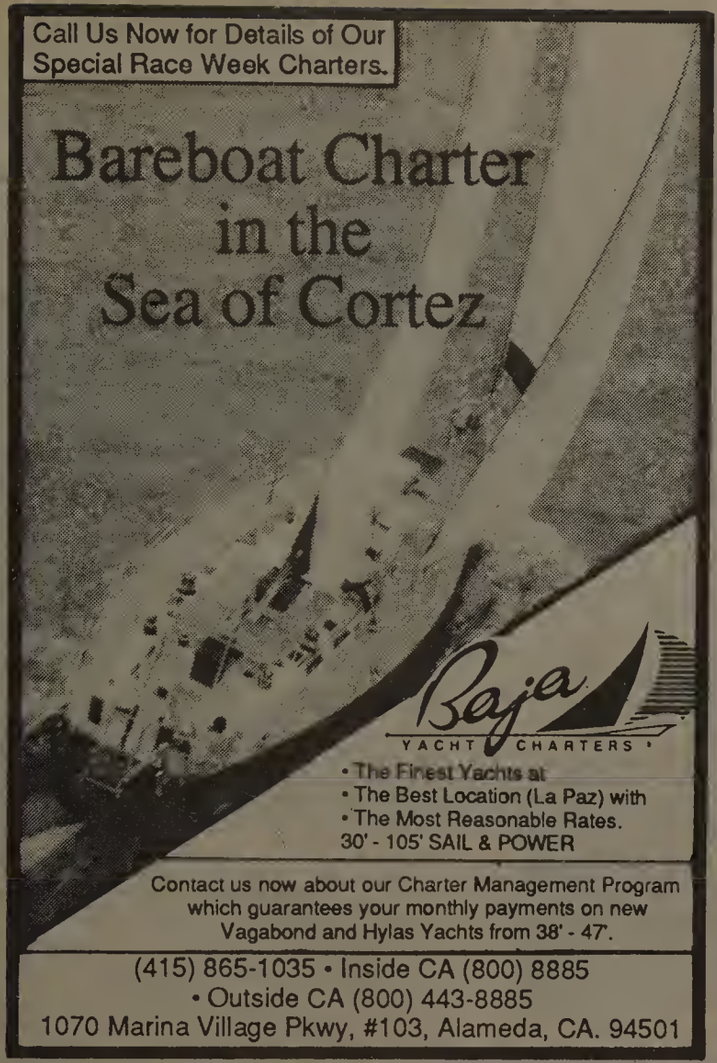

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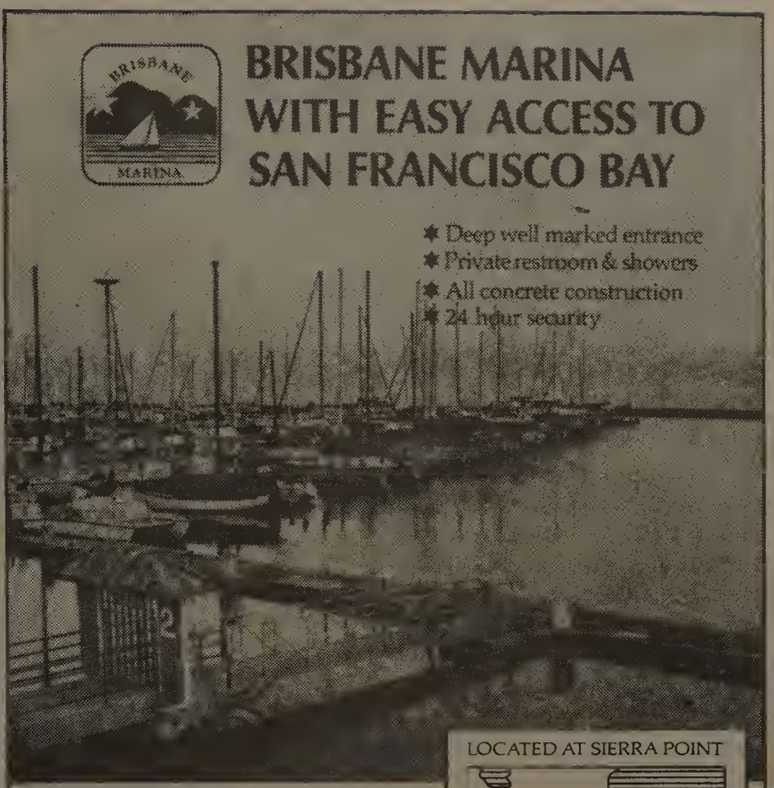

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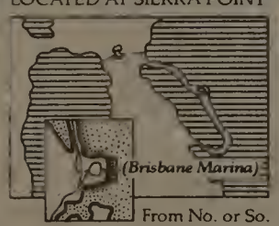

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THE BAY WANDERER:

Like Johnny Yuma, *The Rebel* in the old television series, this month the Bay Wanderer wandered alone. And with good reason. He was going Christmas shopping — by boat — and didn't want anybody to know what they'd be receiving on the 25th.

Or even that they might be receiving anything at all. Historically the Bay Wanderer has been a scrooge, disgusted by the over-commercialization of what was originally a spiritual holiday. But approaching 40, he is softening in more ways than one.

Thus he decided he'd have a good sail before berthing for the night at that waterfront citadel of food, drink and Christmas presents, Pier 39 in San Francisco. They say you can't go home, but on Sunday the Wanderer would give it a shot, continuing on to Oakland's Jack London Square in search of the remaining holiday purchases.

And so it was on an unusually bright and warm late November day that the Wanderer slipped the dock lines to his Sausalito-based 30-ft sloop. Never one to hurry, especially when the ultimate task is shopping, the Wanderer scuttled the idea of going to the trouble of mounting the outboard on the transom bracket. He would sail to Pier 39 or not get there at all. Hoisting the main and the big genoa in nearly calm conditions was easy, like drifting off to sleep after a long day's work.

Having set the main and the big genoa, the Wanderer clipped on the tiller extension and took up his familiar position on the combing, leaning back against the poorly padded lifelines. No question about it, it felt great to be 'back in the saddle' of the old boat again.

LATITUDE SARAH

The 'Wanderer's first Christmas tree of the season; the 75-ft white fir at Pier 39.

The boat and the Wanderer had shared a lot of great times together: singlehanding the around the Farallones, cruising up the Delta, racing down to Coyote Point, even cruising and racing off Cabo San Lucas and at Baja Ha-Ha Race Week. Seemingly a million good places with a million fine memories. Hopefully, this would be another.

The simple little boat had treated the Wanderer well, holding together in the roughest of weather and providing more than her share of good times and thrills. The Wanderer only wished he'd had the time over the years to have been as good to the boat as she'd been to him. "Whoever said a dog was a man's best friend," the Wanderer thought to himself, "never owned a good boat."

Sailing alone in light air, as the Wanderer was doing, is the best time to dredge up all the best sailing memories. As the Wanderer passed Harding Rock, pointing upcurrent to compensate for the flood, he remembered what had clearly been the best sail of 1987:

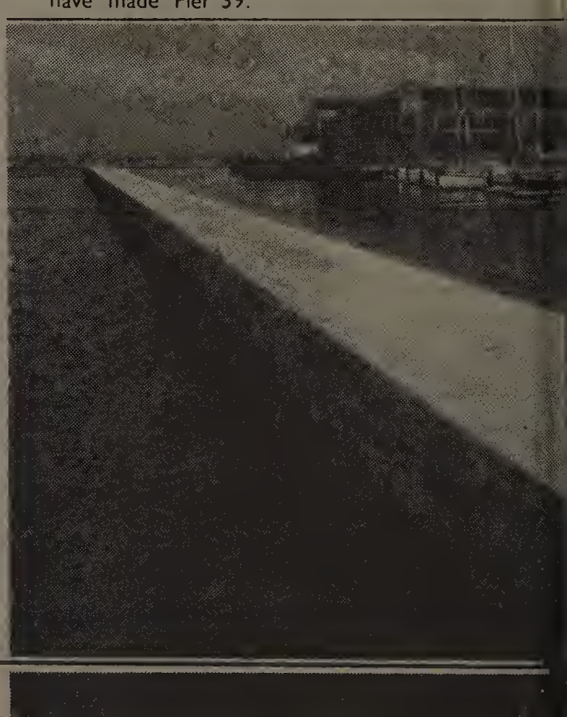
It had been a spring day when the Wanderer had an attitude toward the world. Weary, he'd set out carrying a full main and just a tiny #4. But it was blowing good on the Bay, 25 knots and more, so that was plenty of sail. The little boat was so overpowered going to weather toward the Gate that constant feathering was necessary to keep the Bay out of the cockpit.

But when the Wanderer threw down the helm near Yellow Bluff and headed off on a broad reach in the direction of Blossom Rock — well, it was the perfect amount of sail area for singlehanded surfing on the chop-riddled Bay. Vrooooom! The boat felt like an empty 737 taking off from SFO with a former fighter-pilot at the controls.

With a powerful ebb confronting the strong breeze, the Bay was a washboard of short, steep chop. Nothing could have suited

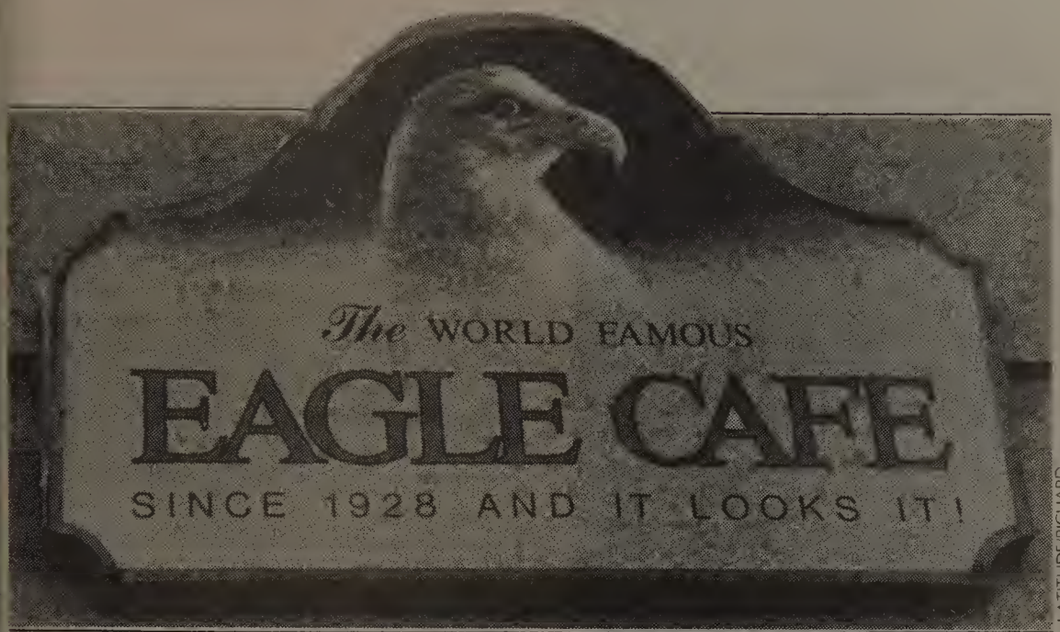
Anchor's Aweigh at Pier 39 — clothes, flags, models and other goodies for the nautically inclined.

LATITUDE SARAH



The solid breakwater that replaced the experimental floating tire attempt. The new breakwater may have 'made' Pier 39.

CHRISTMAS SHOPPING BY SAIL



LATITUDE/RICHARD

One of San Francisco's landmarks, the Eagle Cafe has everything from live music to big breakfasts.

the Wanderer's aggressive frame of mind better. Powered primarily by the main, the Wanderer's little ultralight caught the first wall of chop and broke free into a squiggly surf. Because of the diagonal course along the face of the chop, it was possible to ride each wave for 15 and 20 seconds at a time. Standing at the helm to better see the bow, the Wanderer amused himself by seeing how many times, for how long, and how deep he could bury the bow. His only concern was the tiller; he'd previously snapped two, today could be number three.

The tallest and therefore best chop was just off the south coast tip of Alcatraz. It wasn't like surfing down a big ocean swell, but the Wanderer could still do little 'roller coasters' up and down the faces of the best walls. It made the Wanderer think about how few hours remain for a person after devoting most of his time to his family and work. He decided those free hours could best be spent doing what he was doing just then: surfing down little waves, in hot pursuit of the meaning of life.

The Wanderer couldn't help but marvel at how perfect ebb conditions on San Francisco Bay were for surfing. Not only does the ebb make the chop taller and steeper, but by reducing the boat's over the bottom speed, it makes the rides last twice as long. Although the Wanderer left the speedo off — he doesn't like that kind of disruptive feedback when soul-sailing — he figured he was doing 9's and 10's on the bigger waves. A five-knot ebb against him meant he was only doing four's and five's over the bottom, greatly extending the surf session. It was the closest thing he could think of to having your cake and eating it, too.

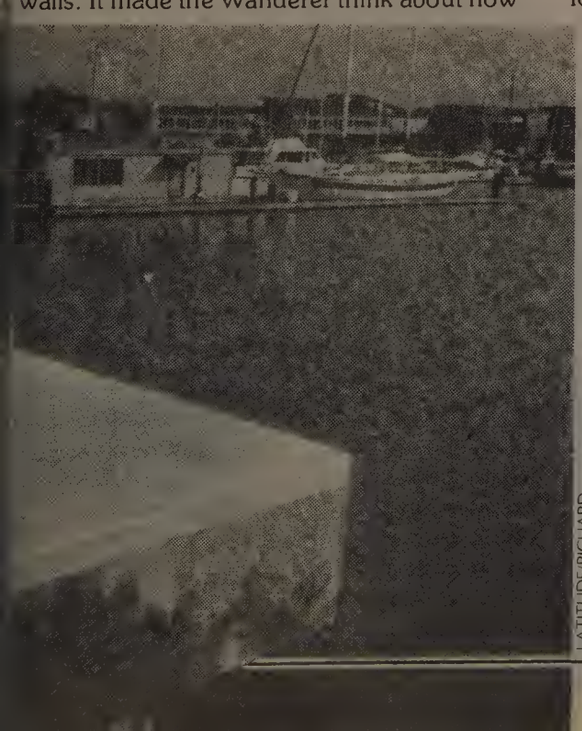
Of course just the opposite is true when headed west during an ebb — just as the Wanderer wanted to do in order to set himself up for another surf session. His boat speed through the water might have only been 4.5 knots, but aided by 5 knots of ebb, he rocketed back out toward the bridge at nearly 10 knots. It was almost like a chairlift at a ski resort — without having had to purchase a lift ticket.

For the second surfing run down the Bay, the Wanderer decided to jibe slalom toward Pt. Blunt off the southern tip of Angel Island. Based on his experience, the last half mile to Blunt often features some of the best surfing chop on the Bay.

Three-quarters of the way there, the Wanderer crossed paths with one of the big displacement charter fishing boats returning to Berkeley from the ocean. These heavy displacement guys leave a big wake — ideal for surfing when augmented with good Bay chop.

After a quick jibe and manhandling of the tiller, the Wanderer and his light little sloop locked in on the fishing boat's chop-enhanced port wake. They were almost perfect walls to surf, leaving endless opportunities to do mini versions of bashing the lip, cut-backs and all the other surfing moves — except for getting air, of course. The routine quickly caught the attention of the previously zonked out fishermen. They began shouting and pointing to the Wanderer, vicariously sharing his good times.

'Theta, Sheila and Diane — they'll gladly take your guest berth reservations at Pier 39. They also monitor Channel 16.



LATITUDE/RICHARD

THE BAY WANDERER:

LATITUDE/SARAH

Jack London Village — the place to shop by boat on the Oakland Estuary.

Captain Tuna of the fishing boat must have been a Puritan, for it obviously fried his soul to see someone else enjoying themselves — especially when they were doing it by 'using' his wake at no charge. The captain darted to port, then to starboard, then back to port — doing everything he could to shake the Wanderer. He might as well have been that the Korean 747 trying to avoid the Russki's heat-seeking missle. He didn't have a chance.

The Wanderer was shouting, reliving every wave of that sail earlier in the year when he was rudely brought back to the present reality when his boat slammed over the wake of *Oski*, a Blue & Gold fleet ferry departing the Pier 39 breakwater. Glancing around at the still light wind on the Bay, he took it as a sign that he was indeed supposed to spend the day Christmas shopping at Pier 39.

When the 45-acre Pier 39 complex of 100 specialty shops, 12 restaurants and a 350-berth marina opened in October of 1978, it was protected by an experimental floating breakwater consisting of hundreds of tires. Both the complex and the breakwater weren't really making it back then. According to Chic, of Chic's Place, everything changed for the better when new owners took over six years ago. Condominiumizing the berths to raise badly needed funds for a traditional breakwater and operating capital, he believes, was the single smartest move they made.

The condominiumized berths, incidentally, have appreciated in value handsomely over the years, despite the fact that there's a berth glut in Northern California. Long-term leases that went for $750/ft when first offered are now going for approximately $1000/ft.

Originally considered hokey by many, Pier 39 has become increasingly popular with visiting boaters — so much so that overnight visits to Pier 39 are by reservation only during the summer. For three-day weekends, reservations for the 50 to 60 berths must be made three or four months in advance. Although this was winter and the possibility of a free guest berth good, the Wanderer, in an uncharacteristic bit of planning, had gone ahead and made a reservation the week before.

The staff that runs the marina in return had sent him a chart of the marina indicating where the Wanderer's overnight berth would be, and reminding him to proceed directly to that berth. Well, relatively directly. One of the Wanderer's favorite pastimes in life is checking out boats; with his nimble ultralight he was able to cruise among the docks.

And he was glad he did, for among the boats berthed in the harbor were some dear old friends from his younger sailing days. If he wasn't mistaken, one was an ancient 21-ft Santana centerboarder — with a wooden mast and a bowsprit! The Wanderer, his lady and another couple had actually made an overnight cruise from Berkeley to Angel Island in that boat. It hadn't seemed like that much fun then, particularly when the boat dragged on the eastend rocks at dawn, but those were the days.

And not too much farther away was a ferro-cement boat he'd known as *Freida*. The Wanderer figured it must have been nearly 20 years ago he'd done his first longer passage on that ketch, helping deliver it up the coast from San Francisco to Berkeley.

Also at Pier 39 were a couple of notable racing boats. One was the Davidson 50, *Great Fun*, that had done so well in the Clipper Cup under the ownership of Clay Bernard. Another was *Golden Egg*, the Freya 39 Jim Gannon had sailed to elapsed time victory in the big boat division of the first Singlehanded TransPac. Both boats had temporarily fallen on hard times a few years back. *Great Fun*, nearly foundered twice under suspicious circumstances and *Golden Egg* had been busted for dope running off Alaska while under charter. The Wanderer

Scott's seafood display. It didn't look like this when the 'Wanderer' finished with his snack.

LATITUDE/SARAH

was pleased to see that both boats appeared to be looking better — at least from a distance — than they had in years.

Finally, the Wanderer pulled into his assigned slip and headed up to the marina office near the head of Foxtrot dock where office manager Sheila Chandor and assistants Diane and Theta signed him in for the night. They explained that the guest berths went for $20 a day on weekends during the winter, and that a $25 gate deposit was required. Like a hotel, you could check in at noon and had to be gone by noon. Sheila reminded the Wanderer that under no circumstances should he try to climb the locked gates to the docks; a call to security would get him in with less trouble. Very attractive and equally friendly, manager Sheila nonetheless had a countenance that suggested it would be foolish to disobey the regulations.

Having tied the boat up snuggly and paid his berth fees, the Wanderer strolled the perimeter of Pier 39, wanting to get an overall view after having been away for several years. The breakwater and its baffles on the west end were interesting, and berthholders would later tell him that the new breakwater was a tremendous improvement over the old one, although on rare occasions K dock on the west side and B dock on the east side could get bumpy.

One fellow told him that in the days of the floating breakwater, boatowners used to bring down the bronc busters from the Grand National Rodeo to see if any could stand in the cockpit of a jostled Westsail 32 for more than 30 seconds. None could, he assured the Wanderer.

While walking on the perimeter promenade, which the Wanderer decided had some romantic possibilities on the right evening with the right person, he stopped to talk shop with a solitary fisherman.

"Whattya catch here?" the Wanderer asked.

"Mostly perch," the Oriental gentleman replied with a smile. "In January we get quite a few dorado and an occasional marlin," he added, lying amiably.

The Wanderer could only figure Pier 39 was about to hold a 'tall tales' competition. Not ready for any more whoppers, the Wanderer headed back to the main entrance where he was greeted by his first Christmas tree of the season. It was a big one. Earlier Chic had told him that the 75-foot white fir

LATITUDE/SARAH

The fancy model of the Port of Oakland's fancy renovation of the Jack London Waterfront.

monster had cost $10,000 and was the second tallest west of the Mississippi. The Wanderer regretted he hadn't been by earlier with the kids when Mickey Mouse and Santa Claus had joined together for the annual tree lighting ceremony.

Pier 39 is big on lights. Each year boats berthed in the marina win prizes for the best light displays. It doesn't require much money to compete, since Pier 39 provides the lights. The Wanderer can't quite decide if lighting boats is pretty or demeaning.

Even though the Wanderer had missed the tree lighting, he couldn't miss the Christmas spirit at Pier 39. Carolers, choirs, mimes, street performers — the holiday spirit was everywhere.

With no more excuses with which to put it off, the Wanderer had to get shopping. Being nautically minded, the Wanderer naturally gravitated toward Anchors Aweigh, which features sailing clothes, and perhaps best of all, flags from nations all over the world. He also liked the looks of the fine works of art in Attaway's Scrimshaw Gallery. He bought a S.F. Sail Team Member shirt at one store for his daughter. Later at the

Disney authorized store, he bought a Mickey Mouse Yacht Club shirt for his son. Residuals must be heavy; the shirt costs $18. The Wanderer knows neither 'club' exists, but he enjoys the absurdity of it all. He's still looking for a Nebraska Yacht Club shirt.

While Pier 39 has fewer expensive shops than it did when it first opened, you can still dent your checking account. Blue Leather, for example, had a beaded and painted white leather jacket — as well as other attractive hide fashions — for a mere $1,400. But it was already sold.

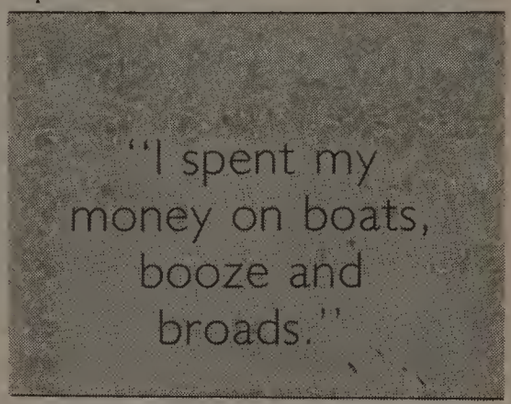
Great inexpensive gifts were everywhere. The Wanderer reminded himself to return with a picture of his brother, which the folks at Polaroid Expressions would superimpose on the cover of *Yachting* magazine for $14. He got his nephew a bumper sticker that read: "I spent my money on boats, booze and broads; the rest I wasted". Recalling his youth, the Wanderer knew that would make a big hit at the junior high.

The Wanderer then got into some serious shopping, and was pretty pleased with what he was able to find. He'd tell you, but that would spoil the surprise, wouldn't it? All right, he'll tell you one. As gifts for his first two ex-wives, the Wanderer went over to Music Tracks and for $9.95 each recorded cassettes of himself singing *To All the Girls I've Loved Before*, complete with background music and a rehearsal. He'd mail them with the alimony checks.

As dinner approached, the Wanderer dropped in at Pepe's Mexican Cafe, where the 5-7 Monday-Friday Happy Hour features plenty of free hors d'oeuvres and $1.95 magaritas. Had he brought a lady friend, he might have taken her to Neptune's Palace, where the seafood is said to be sensational. Dante's is also frequently recommended; it's less formal and a little less expensive. For sitting around a big round fire, the Old Swiss House can't be beat.

While noted for its slightly greasy breakfasts, the historic Eagle Cafe, the Wanderer discovered, rocks at night to live music. There were quite a few single women around, which no doubt explained the condom dispensers in the restrooms. For awhile he thought he'd try to get lucky. But then he remembered he'd sailed over on the Olson 30 and recalled the immortal words of Chuck Hawley who had sold him the boat: "You can't get women to lie down in boats they can't stand up in."

So he went to bed. After a greasy, but hearty breakfast the next morning, he set out for weekend shopping destination number two: Jack London Square in Oakland. Even though it was winter, the Wanderer lucked out and got a summer-type light westerly which allowed him to carry the chute all the way down the Estuary to Jack London Square.



Not long ago the Port of Oakland opened up 16 guests berths in front of Scott's restaurant and the Boatel. There is no harbormaster, the berths are available on a first-come, first-serve basis. Best of all, they're free. The berths are intended for daytime visitors to the local restaurants and shops rather than overnight use. But a seagull on a nearby dock told the Wanderer that nobody was going to shoo folks away if they spend one night. As for spending two months . . . well, that's another story.

The Wanderer felt that it was his lucky day. For not only was there a berth open, but it was right next to Scotts. For about the last year, the Wanderer has been on a seafood binge, and Scott's, as many know, is renowned for fresh seafood. Oysters, prawns, clams — The Wanderer is embarrassed to tell you all the good marine life he consumed at Scott's, except to say that he didn't eat dinner that night.

The entire Jack London area is in the midst of a mega-million dollar transformation into what will be called the Jack London Waterfront. It will consist of retail shops, restaurants, offices and hotels. It's loosely patterned after the successful waterfront renovations made at other major U.S. cities. Unbeknownst to many, the Oakland waterfront has a lot of history to trade on. We all know about Jack London and the Oakland waterfront, but how many know that Robert Louis Stevenson, after living in Oakland for awhile, departed for the South Seas on Dr. Merritt's two-masted schooner? Not even the Wanderer. He's got some history to check up on over the winter.

Part of the ambitious project included the completed $1.25 million Waterfront Promenade, consisting of a 93x20 foot floating pier that accommodates vessels up to 13.5 feet; Tidal Stairs for waterfront sunning and brown-bag lunching; an Observation Deck affording panoramic views; the 16 berths for boats up to 40 feet in length; a 65-ft pier for the Red & White Fleet ferries; and, a promenade between Broadway and Franklin Streets along the waterfront to be completed next year. If you haven't had a sailing visit to Jack London Square in the last couple of years, you owe it to yourself to visit again.

December 5 wouldn't be the best time. That's the afternoon of the Lighted Yacht Parade (see *Sightings* for details). Typically attracting over 100 boats, it's going to be crowded to say the least. If you want to be a late entry in that festivity, call the Metro YC at (415) 536-7450. If you can't make it by boat, view the spectacle from shoreside headquarters at Scott's bar.

Walking down the waterfront southeast just a bit, the Wanderer upon came Jack London Village, home to an enclosed group of shops that includes everything from imported goods from Asia to boutiques to a wide variety of other stores offering fine Christmas shopping. The Wanderer picked up a few things there, enough, he figured, to close out his Christmas shopping for the season.

The Wanderer felt pretty good about having done his Christmas duty by boat; he needed traffic like he needed yet another hole in his head.

Pleased with himself, the Wanderer relaxed at the Jack London Village's Wine Garden restaurant for a couple of well-deserved beers and a nice dinner. After enjoying the festive atmosphere of the village, he ordered a couple of cappuccino's for what would be — now that the sun had gone down — a cool sail home.

But this was the Wanderer's lucky weekend. A front had started coming in from the south, a front with fair and relatively warm wind for the sail back to Sausalito. Untying the dock lines in the dark, the Wanderer was away and racing up the Estuary under spinnaker in less than 20 minutes. Fired up by the now lukewarm coffee, the Wanderer raced across the dark Bay, illuminated only lightly by the small moon. He was a happy Wanderer, for not only had he gotten his Christmas shopping done, he'd done it between fine sails, sails that had literally blown his blues away.

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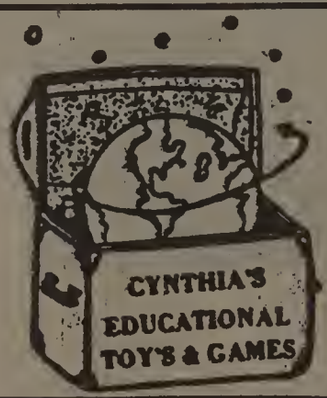

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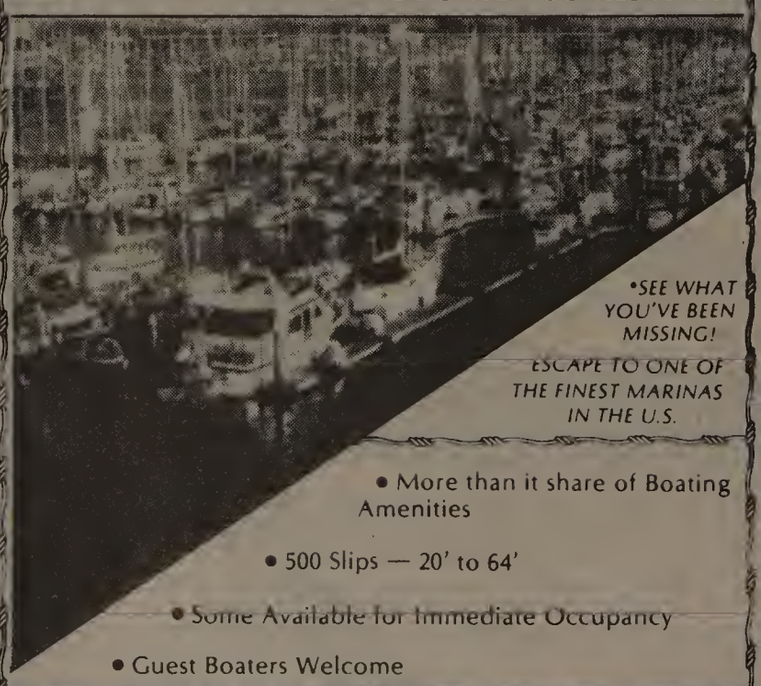

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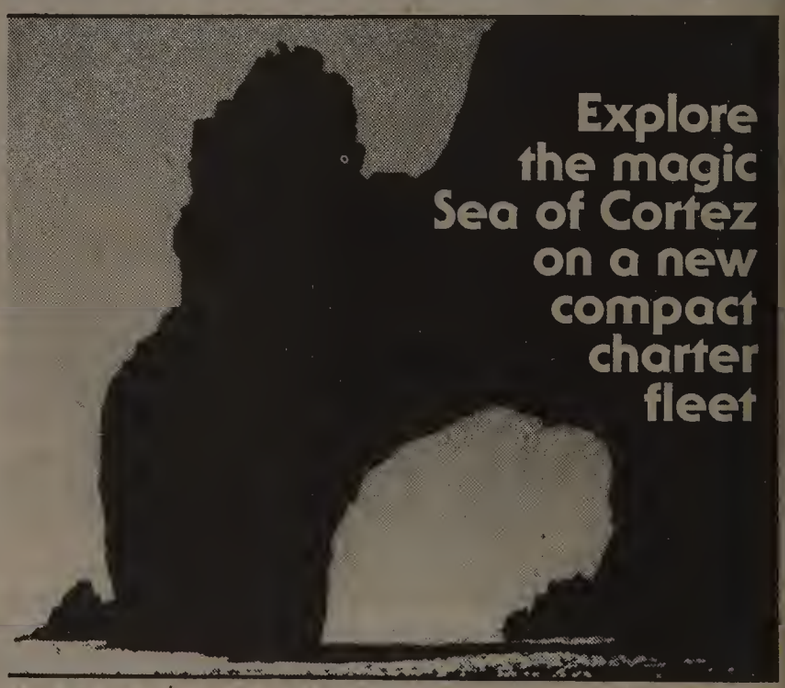

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JOHN CRUGER-HANSEN'S

Can a Danish boatbuilder who spent 10 years running a private marina in warm, sunny Marina del Rey find happiness working for the city of Berkeley? You bet, says John Cruger-Hansen, who on January 1 celebrates his first anniversary as harbor-

Would you walk barefoot on this dock?

master of the Bay Area's largest public marina.

That John would find the job of Berkeley harbormaster to be challenging, exciting, demanding, as well as frustrating, is no surprise to anyone who understands the move from the private (read — big bucks) to public (read — bureaucratic) sector. What is a surprise is that this 43-year-old amicable Dane thrives on the problem-solving aspect of his work. To put it simply, he likes his job.

"The Berkeley Marina is a great marina now, but it could be a superb one. This is an older facility and part of it needs to be rebuilt and modernized. Take the old wooden docks that some people think are the greatest. They are becoming splintery. Right now you can't fold a sail or walk barefoot on some of the docks," said John.

When John took over a year ago, the Berkeley Marina was in the midst of a rehabilitation program that started in 1984.

"I took a very close look at the physical plant based on my knowledge as a boatbuilder and of wood rot. I started making numbers of papers and then called in the engineer on the project and a consultant. It did not pay to repair. The wood docks should be replaced with the state-of-the-art concrete thru-bolt system that will last for at least 30 years. It might be a little more sterile, but it is more practical," said John, who appeared before the Boating and Waterways Commission in November to change the scope of the Berkeley project from repair to rebuild.

He also wants to broaden the project to include other sections of the marina.

But his ideas don't stop at just rebuilding the existing docks. There is a lot more he wants to see done.

"We have one of the best windsurfing areas around, but the facilities aren't equal to it. There isn't enough parking and the dirt parking lot is full of pot holes. There is no place for the windsurfers to shower. This is something for the future we need to address."

The Cal Sailing Club, a longtime fixture in the Berkeley Marina.

Then there is the launch ramp.

"I want to apply for a grant to replace it. In my mind, it is totally worn out. The friction surface on the ramp is gone. It is as smooth as silk and it is getting harder and harder to pull boats out. The parking lot is gravel so you can't stripe it. If the first one in parks cross ways, half of the parking is lost."

And the houseboats.

"We are probably one of the only marinas that have legal houseboats. They are in regular berths with just three-and-a-half feet between the sides of these boats. That's just

too close. The area should be developed specially for houseboats with a big front yard, in this case, the water and wider walk-ways."

His enthusiastic approach to marine-related life dates back to his sailing and racing days in Copenhagen.

"We came to this country to build models for McDonnel-Douglas, but what we really did was play soccer!"

If cynics think Cruger-Hansen is setting unrealistic goals, they don't know very much about the drive that keeps John going.

After college he went into a boatbuilding apprentice program, worked for four years as an apprentice boatbuilder, and then became a master boatbuilder.

"We developed a 27-footer from the ground up. It was a wooden boat, like the Nordic Folkboat. We started with seven people building the plug. Two years later, when I left, there were 50 employees," said John.

In 1967, John found himself in Southern California — not designing and building wooden boats, not sailing — but working for McDonnell-Douglas as an aerospace model builder. Probably no one was more surprised than John himself. He was there because at one time, old man Douglas liked soccer.

JOHN CRUGER-HANSEN'S

ALL PHOTOS LATITUDE/SARAH

"Before the war, Douglas senior wanted to start a soccer team. The Danish soccer players were then and still are known world-wide. The only Danes he could get into the country, get visas for and employ in the aircraft business were boatbuilders, because of their skills as model builders. A number of Danish boatbuilders came over to be model builders. But what they really did was play soccer," said John.

Berkeley Marina is one of the few with legal liveaboards.

The soccer program went down the tubes, but the highly skilled Danes stayed. At the time John immigrated to Southern California McDonnell-Douglas had just merged and they were expanding. Work was exciting. He was a part of the Apollo moon project, as well as the development of the F-15 twin engine Eagle fighter-bomber. Then McDonnell-Douglas lost the contract for the space shuttle and John Cruger-Hansen lost his job.

After a short stint in property management, John went back to his marine roots and started working for the Marina City Club, a private 340-berth marina at Marina del Rey. The marina was part of a larger complex that included 790 apartments, a hotel, a private club, a yacht club and restaurants. As marina foreman, he was out doing repairs. But in two years he was in charge, with a title of marina manager.

"The marina was a gold mine. There are 13 million people in the greater Los Angeles area and they all want to have their boats in one place, the one with the easiest access — Marina del Rey. It was difficult to be fair, be reasonable and not have the owners say 'wow, we can add on to the rent and they are going to pay it anyway'," said John.

For the first five years, John worked almost non-stop and had the marina running like a well-oiled machine. It became so efficient that John looked to professional organizations for challenging work. He was president of the Harbor Master's Association, chairman of the state's Boating and Waterway Commission and a member of the California Marine Parks and Harbors.

When the Olympics came to Southern California, he provided support for two years for the Danish sailing team.

"The marina was running so smoothly that I didn't even have to be there. And I wasn't, a great deal of the time. But I wanted to get into the thick of things, get into something where I could use my skills and my knowledge to get more things done," said John.

So a year ago, he moved his wife and three little girls, all under six-years-old, to El Cerrito and he started commuting to the Berkeley waterfront. Ironically, when John was chairman of the Boating and Waterways Commission, one of the projects the State was considering funding was the Berkeley Marina.

"I was the only marina operator on the commission at that time. I had lots of questions and I became intimately familiar with what was planned for the Berkeley Marina,"

Despite a lack of facilities for them, Berkeley Marina is popular with boardsailers.

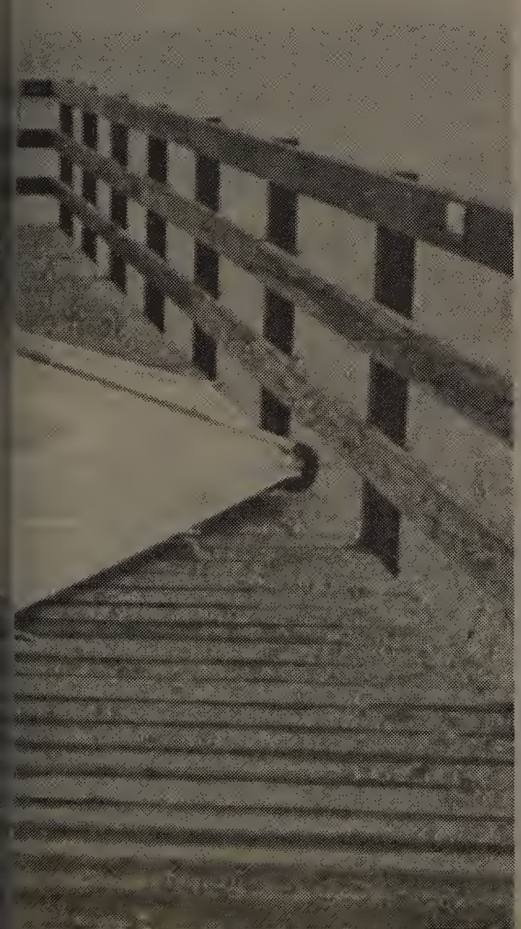
TALE OF TWO HARBORS

said John.

But what John hadn't expected was the culture shock when he moved from private industry to public service. What took a few days to decide and implement in Marina del Rey might stretch out to months and months at Berkeley.

A good example was John's lightbulb war. At the Marina City Club, John switched all the incandescent 40-watt lightbulbs that burn for three months and then die to energy efficient florescent lighting. Based on extensive research he went out and bought 300 lamps at $40.00 a piece. The boaters and management of the Southern California marina were very happy with the switch.

"In Berkeley, we have an Energy Commission. They said the marina was using too much electricity. I agreed and then wrote up a purchase requisition for 25 energy efficient lights for testing. These were a little cheaper, only $20.00. In the purchasing system, they have to do comparison shopping. They came back and said, 'The lamp you are requesting costs $20.00. But we can buy one for $5.00 from another company. It is an incandescent lamp.'



"When I told them that the $20.00 one used only 7 watts and the one for $5.00, 40 watts, it didn't compute. They said they couldn't let me buy the one for $20.00, I had to buy the one for $5.00," said John.

But the new harbormaster hung in there and finally, the energy efficient long-lasting bulbs appeared in his office.

Besides the concrete changes taking place at Berkeley Marina, there have been a number of subtle ones — mainly in the attitudes of those who work in the marina.

"Service is extremely important. In private industry, if you don't give your customers service, they will go somewhere else. If you don't get up and go over and serve someone, or if you make someone wait for 20 minutes, it's goodbye. They can replace you. But in public service, it's not that easy to get fired.

"We have just one thing to sell and that is service. People come in asking for a berth and are astonished that there is no waiting list like there had been for five or ten years. They had no idea that there are so many new berths in the Bay Area that you can go virtually anywhere and get a slip from the day you walk in," said John.

So John began working on attitudes and actions of his employees — making sure they talked to a client at the counter and not from a chair, helping them schedule maintenance so utilities like water and electricity aren't cut off when boaters will be at the marina on weekends or holidays.

"The most important part of a marina is that it is people's leisure time and it is the most valuable and expensive time they have. We have to provide a service so that they can come down to their boat and be happy. They know they won't be hassled and they know that everything works for them," he said.

"People are astonished that there is no waiting list for a berth."

John has also tackled the formidable task of putting the marina's accounting system on computer. Will this mean that Berkeley's tongue-in-cheek reputation of taking three years to get a deposit back on a berth will turn into marina folklore? John hopes so.

Is that it? Could he possibly have had time for anything else this year. Oh yes, John ran a slogan contest. To hear him talk, a marina's not a marina without a slogan. The prize was a dinner for two and the Berkeley Marina became "The Gateway to the Golden Gate".

"You can't fold a sail or walk barefoot on some of the docks."

"Most marinas have a little bit for everyone, but Berkeley has a lot for everybody. There are berths, sport fishing, commercial fishing, a small beach, educational sealife programs, a boatyard, fishing pier, restaurants and windsurfers," said John.

In a way, the new harbormaster views the marina much like a teacher with a bright but lazy student. "There is such potential," he constantly says. "This is going to be a great challenge."

— glenda ganny carroll

G.G.Y.C. MIDWINTERS:

Midwinter racing is generally low-key, tranquil stuff. The Big Weatherman upstairs usually sets the Wind Machine on the low end of the scale, somewhere between "fickle" and "non-existent". And let's be honest — the lighter conditions are a welcome change-up after getting your shorts blown off all summer. Even the most hardcore dyed-in-the-kevlar racers secretly enjoy the switch from full foul weather gear and bullet-proof blades to shirtsleeves, light air sails, and the occasional anchor drill.

'Glory' tape-driving on a power reach.

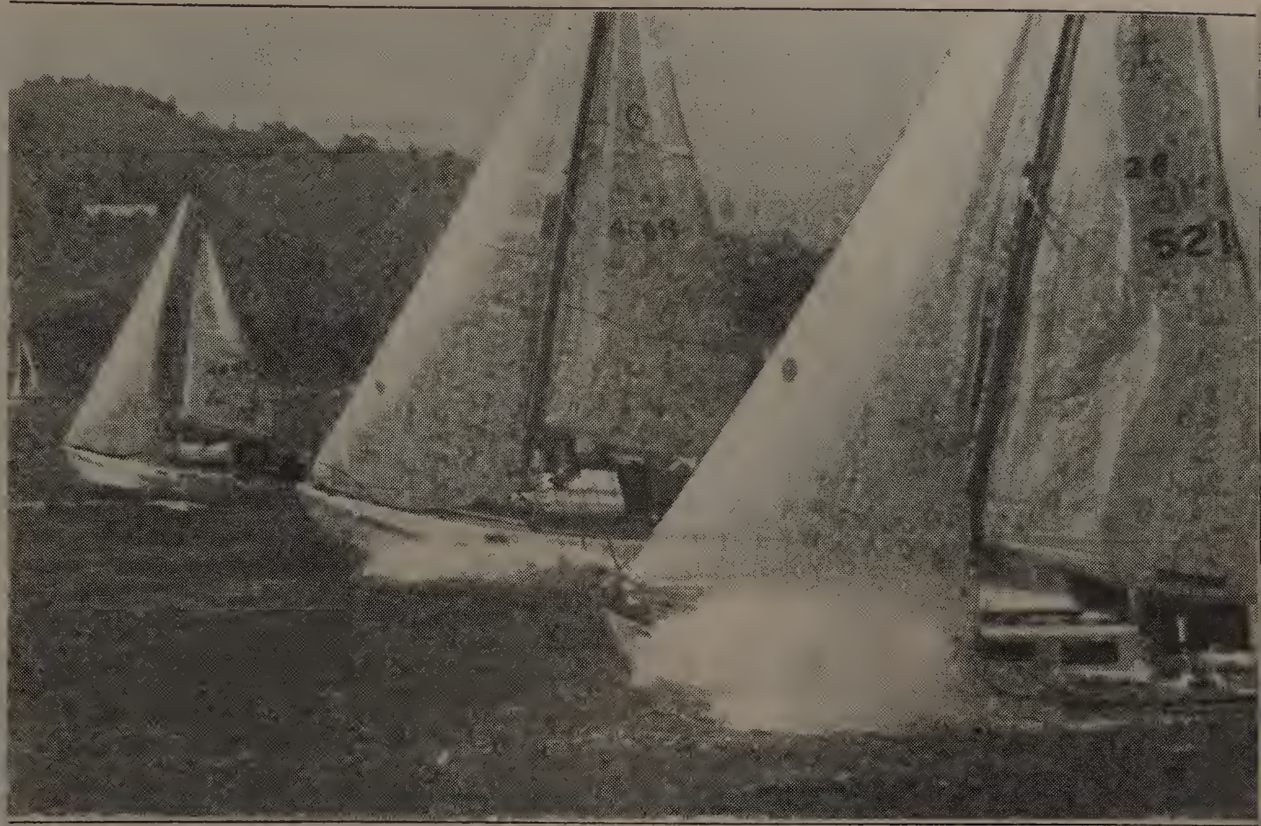
Ahh, the midwinters. We've always thought of them as a great excuse to get the gang together to drink beer and tell stories while slowly floating around the race course. The Bay is usually flat as a pancake and the racing — if there's even enough wind to start — generally progresses at the speed of orthodontia.

So much for how it's supposed to be. The first midwinter race of the season — hosted

WIND AND SEAWEED SOUP

by Golden Gate YC on Sunday, November 1 — was anything but a peaceful, relaxing affair. The guy upstairs who controls the weather was obviously totally confused, for he dialed up a full-on honest 30-knot, ebb-tide gearbuster. Maybe he thought it was

Splash! Wait a minute here — this wasn't in my contract!

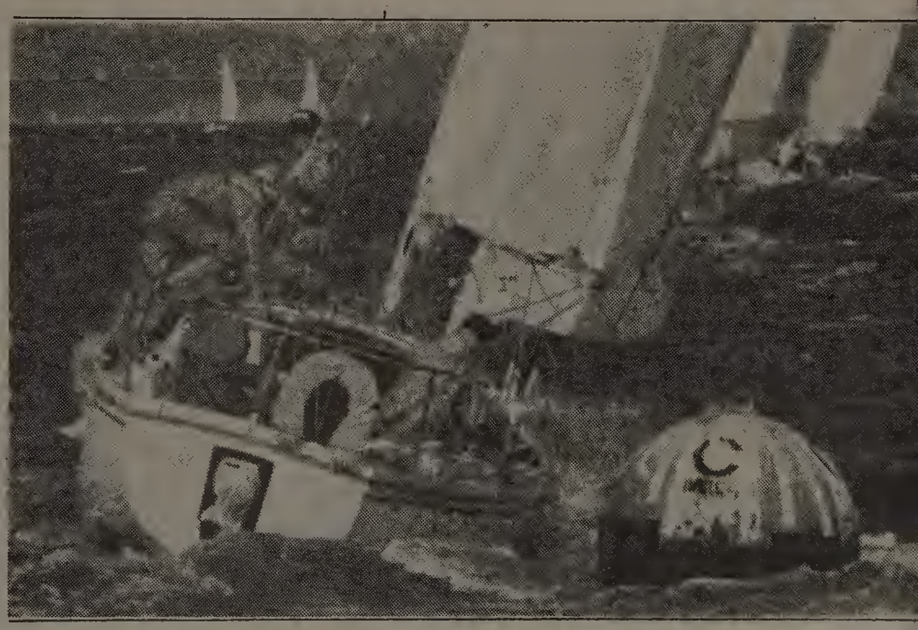


Pounding upwind (L to R): 'Wiki Wiki', 'Whimsical' and 'Perezoso'.

funny, or maybe he was nostaglic for summer. Then again, he might have been as fuzzy as the rest of us after the previous night's Halloween party. Whatever the case, it was *rough*.

How rough was it? Let's just say that Rambo watched from the safety of his barstool at the St. Francis. The Road Warrior was too scared to even get out of his car. And Spuds MacKenzie — who just made *People* magazine's best dressed list in his "classic yachting blazer and white flannels" — pee'd in his custom Line Sevens before his boat ever left the dock.

Seriously, conditions were bad enough that 17 out of 133 boats in the race dropped out, and many of the rest were surviving rather than racing. It wasn't exactly the '79 Fastnet Race, but it was the windiest, choppiest midwinter race we can remember in a long time. The accompanying pictures tell the story.



Things were breaking so fast on Des McCallum's aptly named Nelson/Marek 66 *Pandemonium* you

G.G.Y.C. MIDWINTERS:

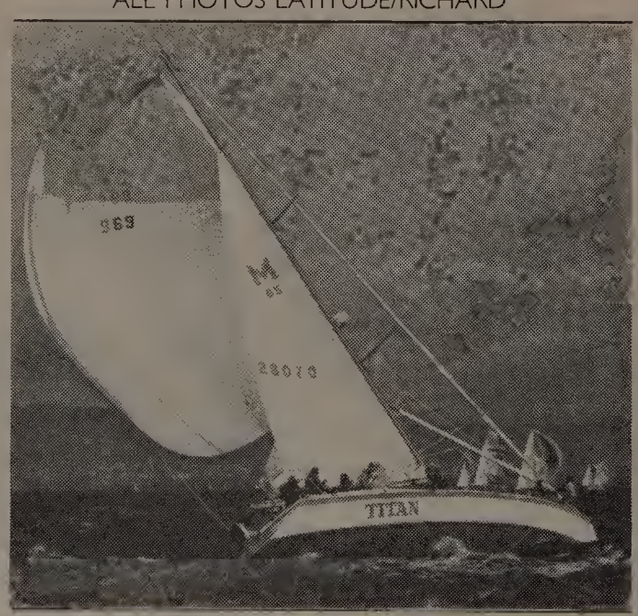
'Punk Dolphin' leaps to weather of 'Aahs' and 'Yucca'.

needed the onboard Budweiser "yacht cam" to capture all the action. In the 1 hour and 56 minutes it took *Pando* to complete the 15.6 mile course, the jumbo surfboard blew out her #4 and #3 jibs, tore the #2, and broke the boom at the vang. Ouch! Just guessing, but that's probably well over $1,000 an hour for an afternoon of fun. First-time owner McCallum must have new appreciation for the old analogy comparing sailboat racing to standing in a cold shower, wearing your best suit and ripping up the Ben Franklin's.

Pando almost didn't finish the race. The boom had broken behind Alcatraz, about a mile from the finish, and they were approaching the finish line under #3 jib alone. About 100 yards from the finish, that headsail blew out. *Pando* drifted backwards in winds gusting to 35 knots while the crew did a "no-sail sail-change" to about the only white sail they had left — the #5. Unable to point with such a tiny sail, *Pando* sailed back and forth, more or less paralleling the finish line. Aided by the last of the ebb, she finally finished, getting the gun but correcting out 18 minutes after the class winner, *Skedaddle*.

They weren't the only ones with problems. Even the pros shank one from time to time, as *Blade Runner* — driven by Tom Blackaller in Bill Twist's absence — proved. Running down to the leeward mark and going for an early drop, they let the spinnaker halyard go completely, with the predictable result. *Blade Runner* was hoisted by her own petard, wrapping the "indestructible" 1.7 ounce Mylar kite ignominiously around her

ALL PHOTOS LATITUDE/RICHARD



A titanic problem in the making?

keel, prop, and rudder. It took half an hour to remove the pieces from the underbody, afterwhich the flagship of the Bay headed for the barn.

A lot of boats didn't even bother to set spinnakers, and a lot of the ones that did probably wish they hadn't. Our nomination for the Crash n' Burn du Jour — and there were many to choose from — goes to Ted Hall and his TransPac veteran Express 37 *Frequent Flyer*. They set the kite with a knot in one of the strings and, in a spectacular sequence, hit the ditch. Imagine an Indy car blowing a tire and running into the wall at full speed and you've got the general idea. *Flyer*, with her rig and keel nearly horizontal to the water, lay pinned on her side for several minutes before popping up and going on to take fourth in class.

Sails were shredded, bodies bruised, and at least one serious colli-

Blasting downwind with hoods up and life jackets on

Unidentified Islander 28 cracking off at Crissy.

G.G.Y.C. MIDWINTERS:

Bob Klein's 'Leading Lady' won IOR II.

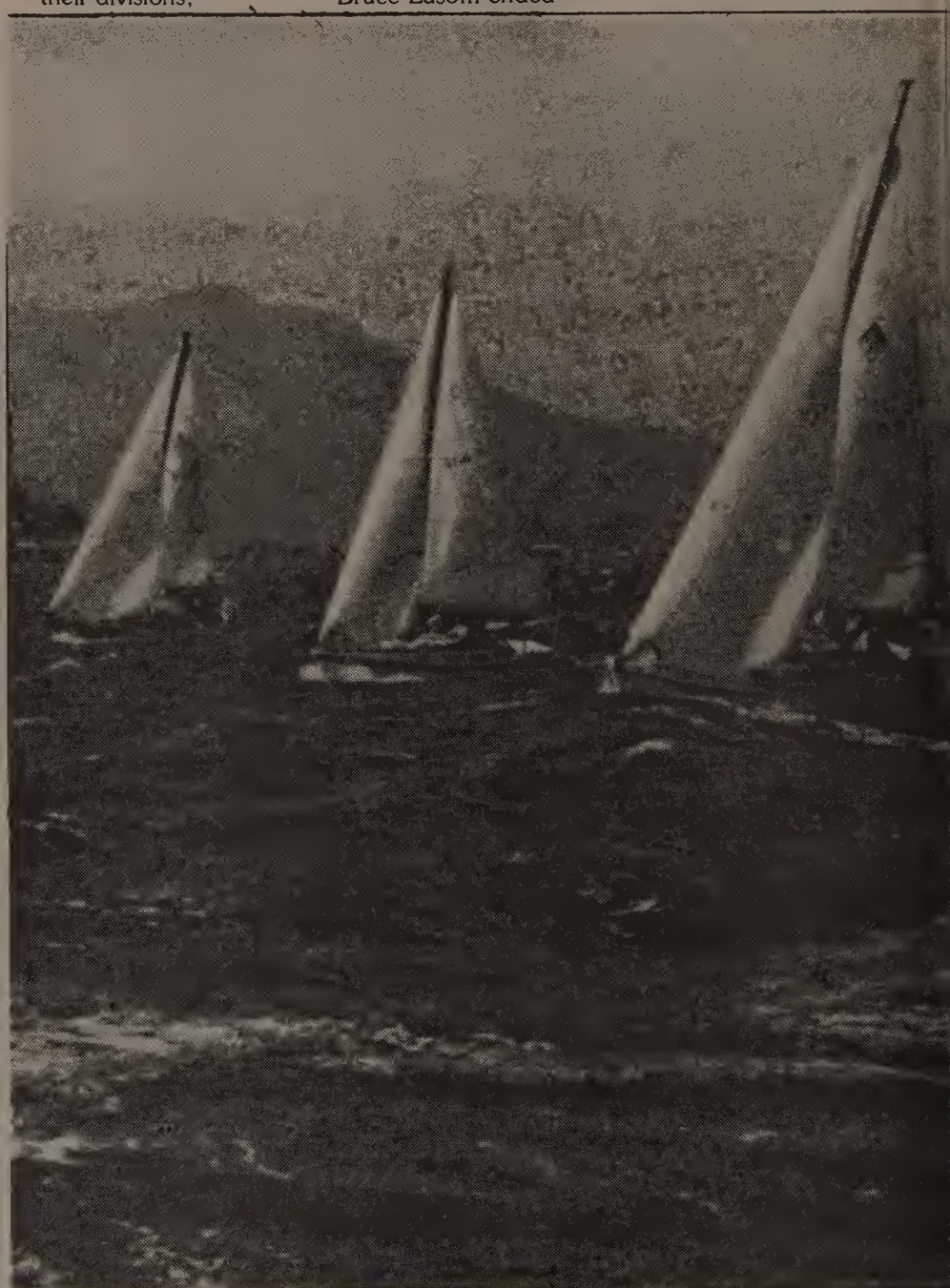
sion — the parties concerned asked us not to write about it —

Good foredeck hands are hard to find and harder to keep. Remember yours at Christmas time!

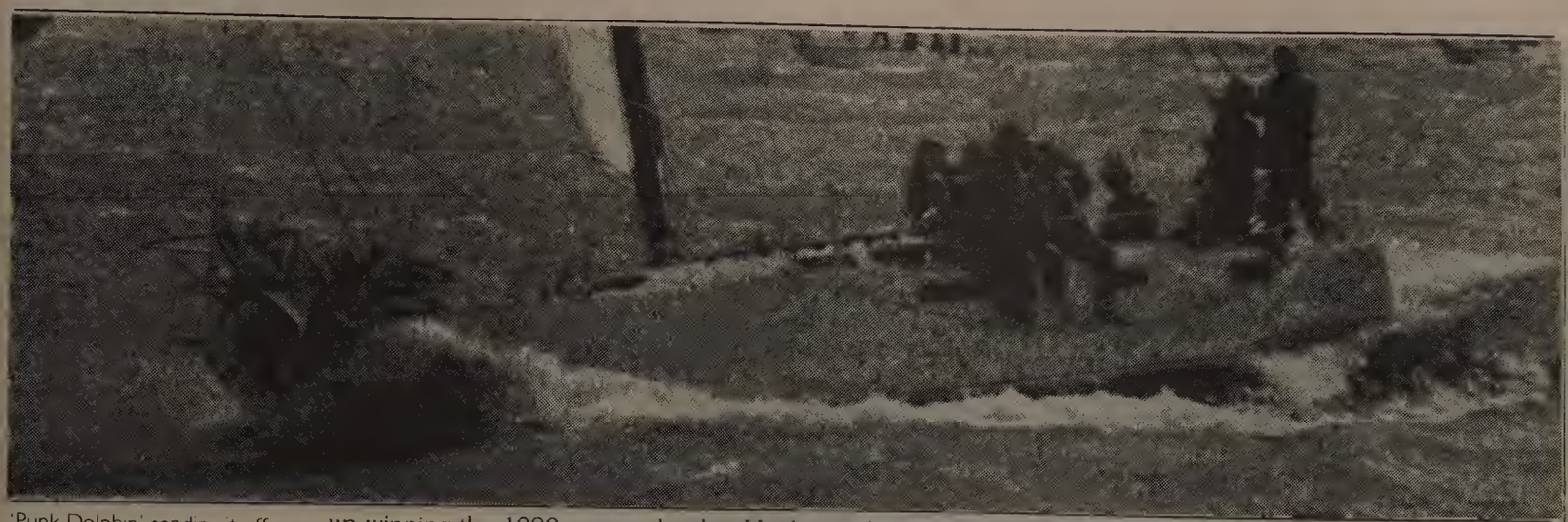
occured. At stake were class honors in 14 different divisions as well as the overall pickle dish, the so-called Seaweed Soup Perpetual Trophy. Results can be found in *The Racing Sheet.*

Both the regatta and the trophy are dedicated to the memory of Manny V. Fagundes, the Golden Gate YC's longtime Port Captain until his death in 1975. The Seaweed Soup award goes to the yacht that turns in the best performance in their class. In the event of a tie, as happened in 1982 when two boats turned in straight bullets in their divisions, whoever has the larger division wins. The late Bruce Easom ended

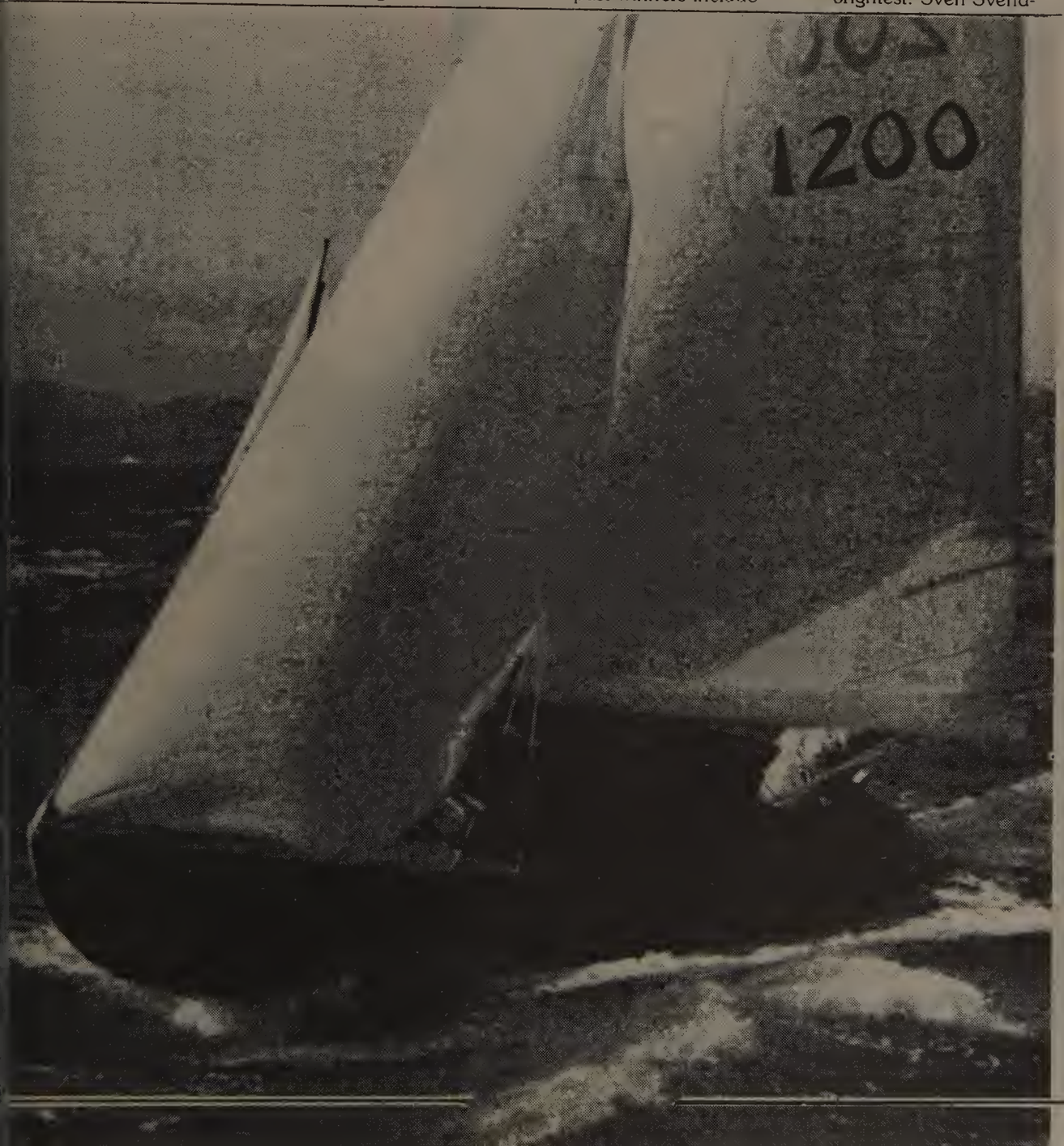
Hobby-horsing to windward. 'Toots', a Thunderbird, in the foreground.



WIND AND SEAWEED SOUP



'Punk Dolphin' sending it off the breeze.



up winning the 1982 regatta with his Cal 29 *Champagne*. His brother Hank won last year on *Yucca*. Other past winners include some of the Bay Area's best and brightest: Sven Svendsen, Eric Warner, Tom Caylor, Rick Lowrey, Lou Kruk, Bob Marshall, and Bren Meyer.

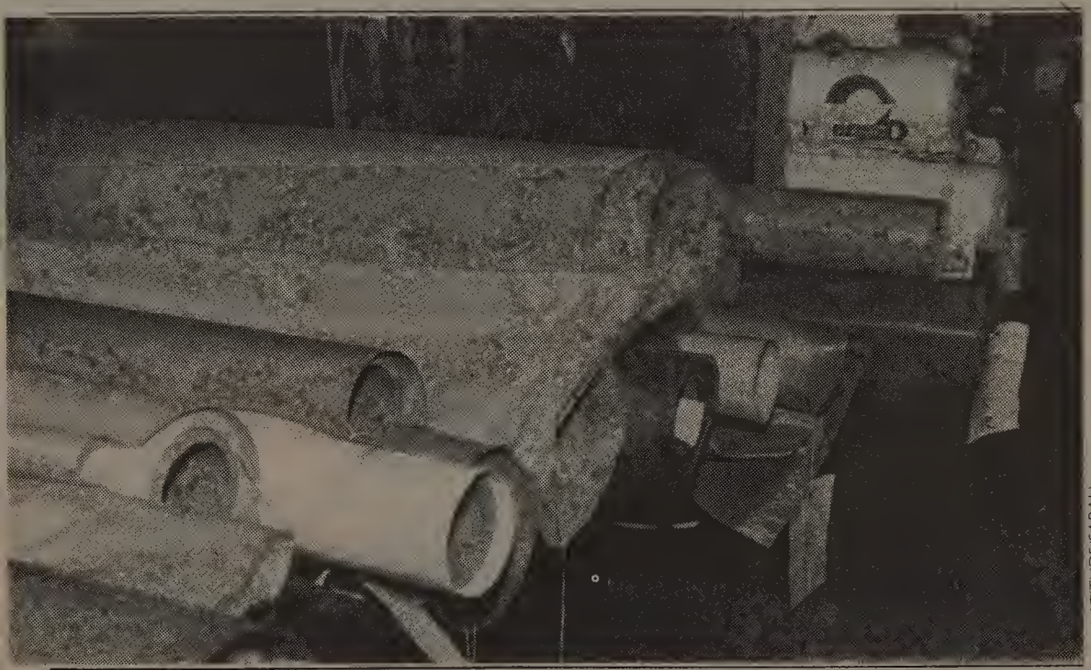
The four-race Golden Gate midwinters continue through February. Rumor has it that the Big Weatherman feels a little guilty about the November 1 blow-out and intends to make it up to everyone at the next race on December 6. According to his press releases, we can expect a beautiful sunny day with a gentle 10 knot westerly beginning to fill in around 1:15 p.m. There'll be about an hour postponement, so bring plenty of beer and a Frisbee or a football to throw around before the start. Or, if you believe everything you read, just come over an hour late.

– latitude – *rkm*

AN IDIOT'S GUIDE

You've just bought a new-to-you boat. Or maybe your genoa or main have given up the ghost. In any event you need a new sail — maybe even two.

If you feel intimidated about such a purchase, you've got a right. Ten years ago buying sails seemed — and was — relatively simple. White and made of dacron, sails looked pretty much alike. Except for the different weights of cloth used, they *were* very much the same.



LATITUDE/SARAH

It's no longer one cloth fits all; custom cloth tailoring is the order of the day.

As most mariners know, it's a whole new ballgame in the world of sailmaking. The sails we see on grand prix boats in the magazines or in person are wild combinations of synthetic textiles and films. They come in brown, tan, blue, violet, semi-transparent and combinations of each. And it's not just the fabrics that are different; the patterns on them would do justice to Mondrian and Picasso, if not Dali.

> . . . Feel like an idiot when it comes to selecting new sails . . .

Knowing that competitive racers buy only the best, should the family sailor invest in such hi-tech sails? Is dacron an out-dated sail material for cruisers and losers? If you're a family sailor who enjoys weekends on the Bay, summer trips to the Delta and beer can races, you might feel like an idiot when it comes to selecting new sails. If so, this guide is for you.

It seems — particularly in the last few years — that headsails and mains have been made out of a million different materials. In actuality, it's nowhere near that complicated.

In the beginning man had no choice but to use natural fibers, primarily cotton, for making sails. Although cotton was the sail material that powered the great clipper ships around the Horn and all the outstanding racing yachts of the first half of the 20th century, it rather suddenly disappeared from sail lofts in the 50's. One night in a bar an old sailmaker explained the abrupt change: the sudden popularity of white Levi's had depleted the cotton stock so none remained for sailmakers.

Fortunately, a couple of lab rats at DuPont just happened to be getting around to developing that miracle of the 20th century, a polymerized product of an alcohol and organic-acid reaction best known as polyester. DuPont's trade-name for the wonder product was — and remains — Dacron, in honor of the great city in Ohio.

The advantages of dacron over cotton for sails is complete; it is stronger for the weight, it doesn't stretch as much, it's much slower to rot, and poorly paid people don't have to pick the raw material out of some dusty field in Mississippi. By the end of the 50's, cotton clothes were still the rage, but cotton sails were history. Let's keep our fingers crossed that dacron Levi's never become a fashion statement.

Judging from all the 'plastic' sails seen on hot boats today, the average sailor might assume that, as with cotton, dacron's day is done. That's a complete misconception, probably the biggest one the average sailor has about sails.

Dacron was a great sailmaking material ten years ago. And while dacron thread is little changed over the years, thanks to improved weaves and finishes, as well as improved methods of incorporating them into sails, Dacron sails are now better than ever. According to a local manager of one of the biggest international lofts, today's good

LATITUDE RICHARD

TO SAILS

quality dacron sails are "30 to 50 percent better" than good quality dacron sails of the 70's. A manager of another branch of an international loft was even more adamant: "Today's best dacron sails are light years ahead of the best dacron sails of ten years ago."

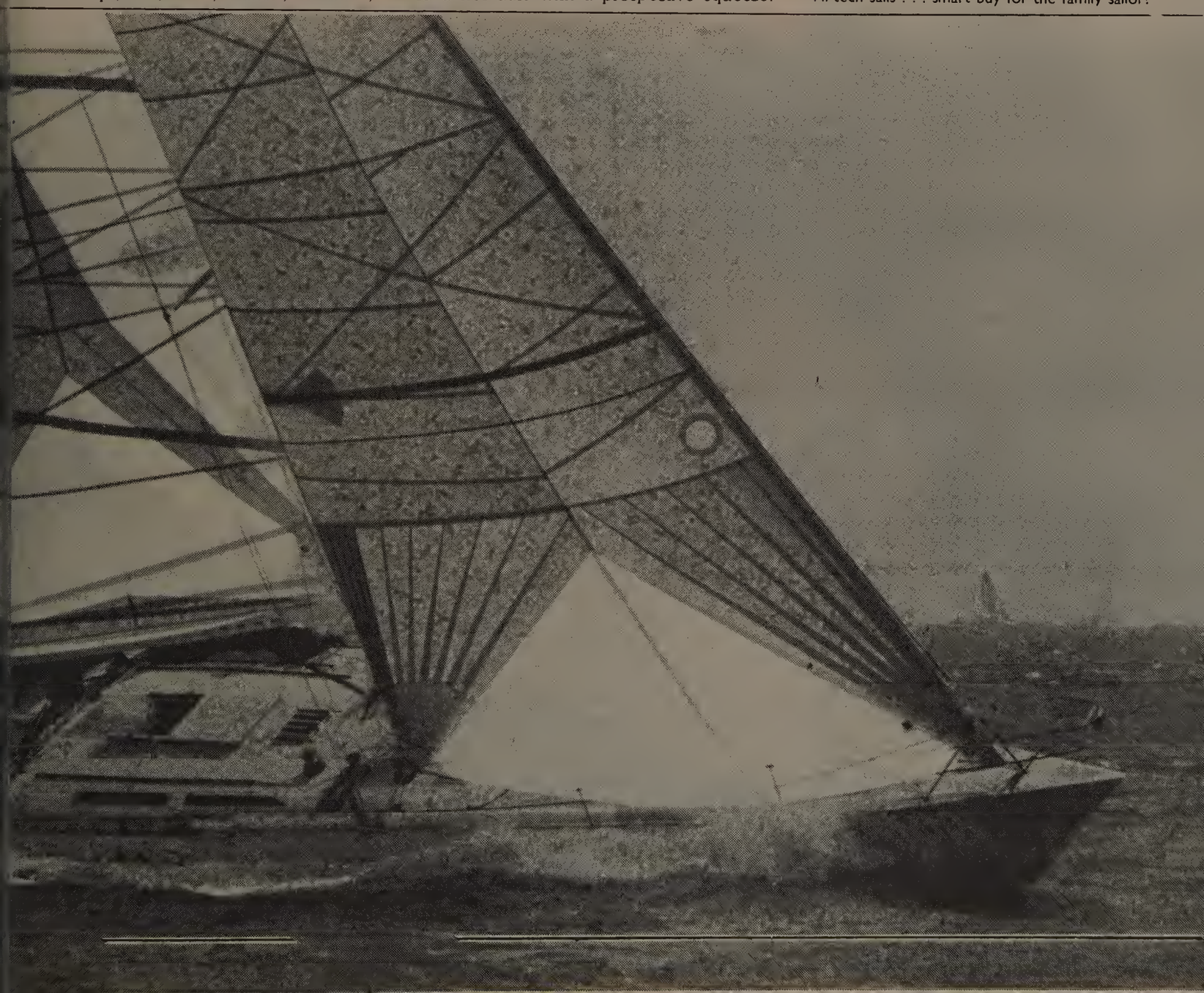
What's meant by improved weaves and finishes? A decade ago sailmakers used the same dacron cloth for a high aspect main as they would a low aspect reacher. No more. In part because of the demands of sailmakers, there is almost an infinite number of different dacron cloths available today, each one specifically suited for a different application.

Since you don't want to be bored with talk about 'warp', 'fill', 'bias', 'flutter', 'balance', and all that other textile lingo, consider the following analogy. It's as though ten years ago you had a single car, a Ford sedan, to handle all your transportation needs, which ranged from hauling leaves to the dump, to a hot date with a prospective squeeze.

> . . . Today's sailmakers have a whole 'fleet' of cloths at their disposal . . .

Nowadays, you're a little better equipped. The old Ford, trusty as it was, is gone. It's been replaced by a pick-up truck for the runs to the dump and a red Ferarri for those promising evenings with starlets. Similarly, today's sailmakers have a whole 'fleet' of cloths at their disposal to meet the specific needs of any sails.

The same thing is true with finishes. If you're a racer and want to keep the best shape possible on your dacron sail for as long as possible, your sailmaker will recommend a cloth with a hard finish. If you're a hand model or a cruiser looking for a slightly longer-lasting sail, your sailmaker might suggest a dacron sail with a softer finish, the better to save those valuable fingernails and disposable income.



Hi-tech sails . . . smart buy for the family sailor?

AN IDIOT'S GUIDE

Most sailmakers use computers to help match the type of cloth with the requirements of a sail. But the human element can't be discounted, because computers can't decide which of infinite number of cloths to stock or how to best apply the available technology.

While dacron sails don't stretch anywhere near as much as cotton sails did, they do stretch a little in puffs and over time. A season old dacron sail, for example, simply isn't going to be as fast as when it was new. Therefore, dacron sails are said to have a relatively short — when compared to more modern exotics — *performance lifespan*.

The endearing beauty of dacron sails, however, has always been their durability. When you consider their *physical lifespan*, dacron sails are unsurpassed. Indeed, boats not only travel from Berkeley to the Golden Gate and back with dacron sails made in the late 70's, some are travelling to New Zealand and back with dacron sails made in the *early* 70's.

Certainly it's possible to wreck dacron sails. Spilling diesel on them was never a good idea, and excessive flogging does as little for sails as it does for sailors. And as time goes on, the thread will begin to break down, and ultimately some panels will rip or rot. But not soon. The sailmakers we spoke to figure seven to 10 as a reasonable number of years of service to expect from a well-cared-for dacron sail. None discounted the possibility of 15 years, either.

> . . . it's the off-season for sailing . . . many sailmakers feature winter discounts of 10 to 15 percent.

If dacron sails are so great, what's all the

Sailmakers now play with a royal flush of cloths: five different 6-ounce cloths are common.

hoopla about mylar? Why don't we still see dacron on *Kialoa V*, *Sorcery*, and all the hot One-Tonners? Before we get into that, we need to know a little about mylar. Strangely enough, mylar is made from polyester, the same chemical compound as is dacron. The difference between the two is that dacron is polyester that's been extruded and spun into thread-like material; mylar, on the other hand, is drawn and dried into sheets of film.

While incredibly strong and stretch resistant, sails can't be built of mylar alone. It needs to be laminated to a substrate, the most common of which are our old friends dacron, kevlar, other polyesters, Spectra and nylon. Just as there are scores of different kinds of dacron cloth, there are scores of different mylar laminates.

You may have heard some of the horror stories of the early attempts at making mylar sails. Since it's a film, if the sail was cut wrong in the beginning, it was often impossible to recut to proper shape. It went in the garbage. And there were many other learning experiences, such as finding which substrates the mylar would best stick to, how to make the longest lasting laminates, and what the stress limits were. It was an expensive process, but for serious racers it was well worth it.

The tremendous advantage mylar sails have is that they don't stretch and they can be lighter. Without going into the details of why, it means that a mylar equipped boat will point faster and sail higher than a dacron equipped boat — especially when going to weather using a big genoa.

In strictly performance terms, there is no comparison, mylar sails have a longer *performance lifespan*.

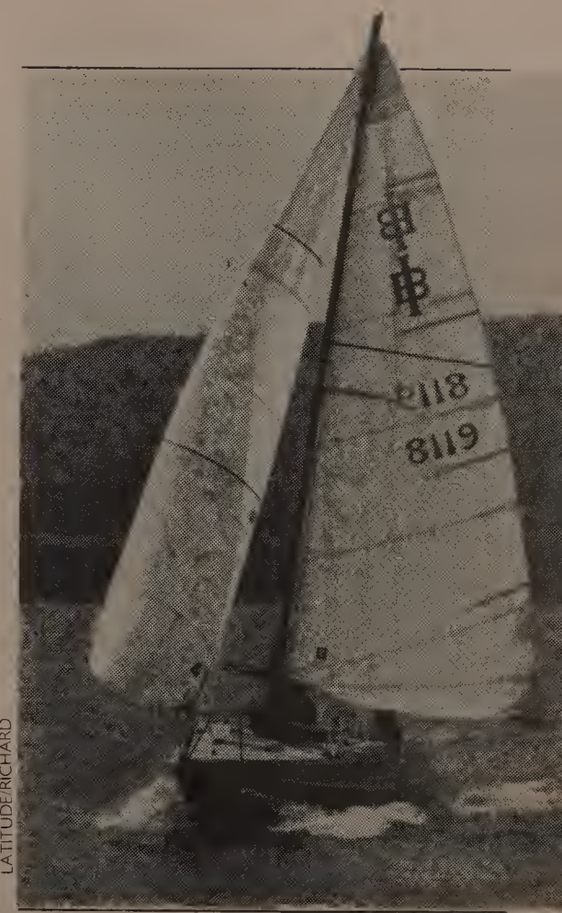
But mylar sails have disadvantages. One is cost. Because you can use lighter mylar cloth than dacron for the same application, the mylar material often costs less. Unfortunately, making mylar sails is more labor intensive, so the ultimate cost is greater. Because of the additional expense, some one-design classes and racing organizations prohibit or restrict the use of mylar sails.

The big disadvantage of mylar sails, however, is that they don't have anywhere near the durability of dacron sails. Most sailmakers we spoke with figured a well-cared-for mylar sail would last two to four seasons — even with the best of care.

There's an Islander Bahama owner on the Bay that delivers his boat all way from the East Bay to the Golden Gate YC with dacron sails, then he ties up in order to put on a mylar main and headsail for racing. Immediately after the race, he returns to the Golden Gate to put the old dacron sails back on for the sail home. Maybe he'll get five years out of his mylar sails.

But when mylar sails are shot, they're useless. While a blown out dacron sail can still give years of decent service, a blown out mylar sail, as one sailmaker put it, "doesn't even make a good car cover". Mylar sails are thus said to have a short *physical lifespan*.

So what's the family sailboat owner to do? The sailmakers we spoke with were unanimous in their recommendation: dacron without a shadow of a doubt when *serious* racing is not a consideration. Realizing that dacron sails cost less and last much longer, this certainly is not a recommendation made out of the sailmakers' self-interest. Only when you become serious about racing — and when class rules allow it — do mylar sails become a wise investment.



LATITUDE/RICHARD

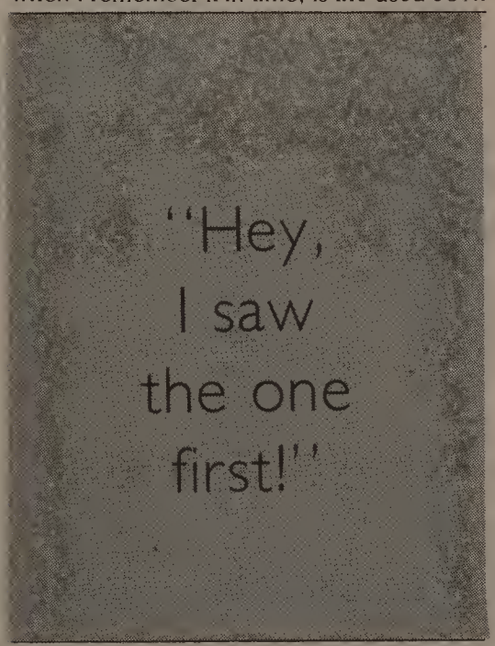
Some sailors use mylar sails for racing, dacron sails for pleasure sailing and deliveries.

'As you're no doubt aware by the recent drop in temperature, it's now the off-season for sailing and thus sailmakers. This not only means that sailmakers have more time than normal to dedicate to reviewing your sail needs, but many of them feature winter specials. A quick survey revealed typical discounts of 10 to 15 percent, and sometimes even higher with group discounts or roller furling packages. With these savings, you may want to call your sailmaker now, to insure there'll be a couple of bags of polyester in your boat's stocking come the 25th of December.

> . . . A myler equipped boat will point faster and sail higher than a dacron equipped boat

MAX EBB

Holiday gift shopping can be problematic at times. It seems that I know too many people who "have everything". But one resource that has proven very helpful in the last few years, at least when I remember it in time, is the used book store.



Of course, the main purpose of a trip to the used book store is to find things for my non-sailing friends — sailors are easy to shop for — but I often end up browsing in the sailing section anyway, just to see if there's anything interesting at a bargain price.

Which is exactly what I found myself doing the other day, perusing the nautical section of one of the larger used book stores in town. This particular book store, although large, was not very well organized. I had to sift through all the books on arctic exploration, fishing, outdated copies of the Coast Pilot, useless and obsolete navigation tables, and about two-dozen copies of a mediocre book about whaling that I already owned.

But there was a lot here. The shelves were stuffed with books wherever there was an inch of space, some crammed horizontally over other books, some stacked on the floor in odd corners. Judging by the collection of titles, I suspected that the store had recently acquired a relatively intact library of sailing books. It would be good hunting — and I barely gave a thought to the likelihood that it was the death of some old sailor who liked to read that was responsible for the successful shopping trip.

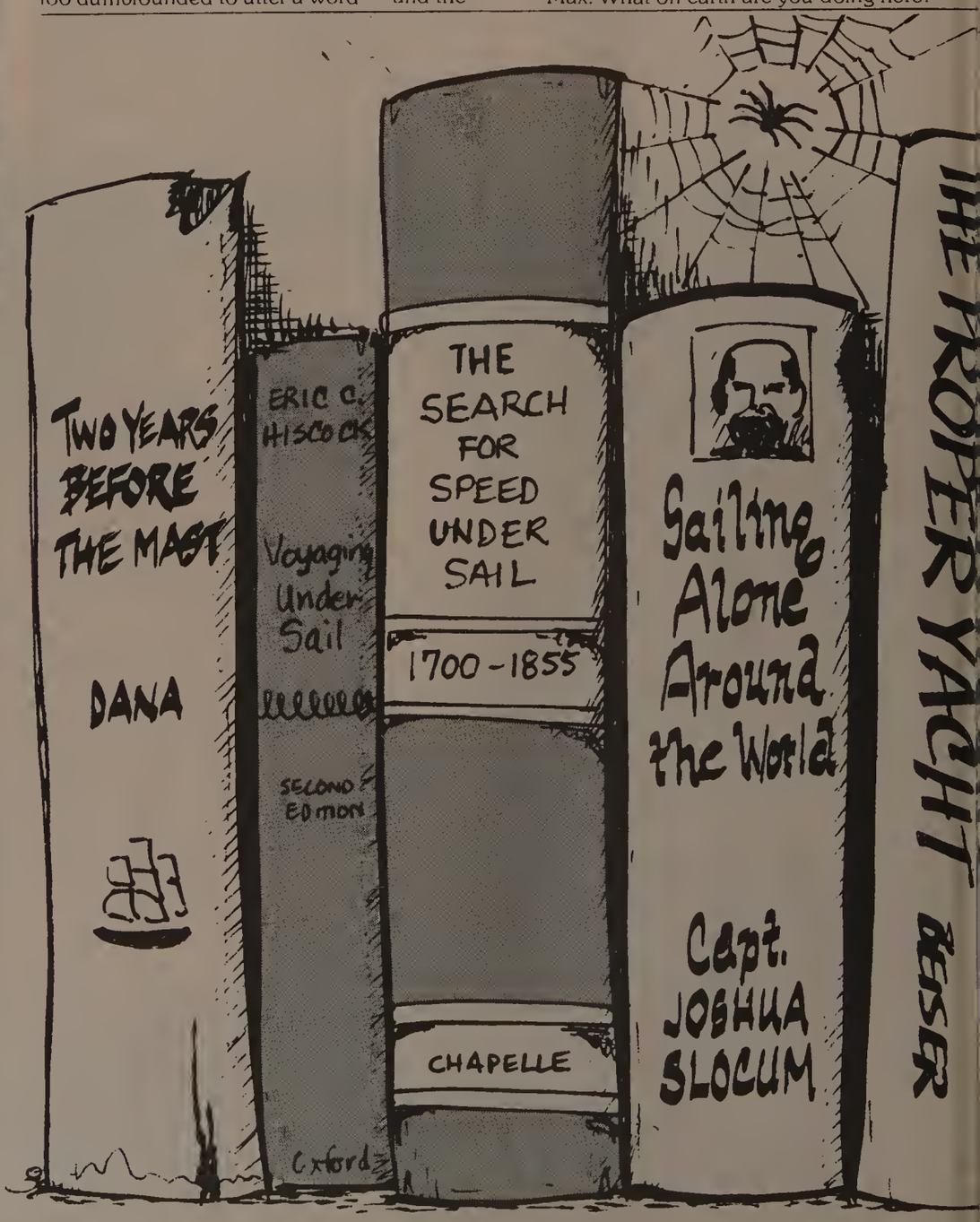
Eventually I located some interesting older books on racing and cruising, on a shelf just above eye level. I was attracted to a faded blue binder with a stylized anchor and a star on it. The title printed on the binder simply read *Ocean Racing*. My excitement grew when I saw the name of the author, Alfred Loomis. This was a real find — the classic 1936 edition of the first comprehensive book ever written on the subject. At least the first good book ever written on the subject, as far as I knew. It had been on my list for a long time; I eagerly reached for the book.

But an instant after my fingers made contact, the book moved back into the shelf, and then started to slide out the other side. This was a double-sided shelf, and apparently there was another shopper removing the very same book from the other side. I was too dumbfounded to utter a word — and the book slid out of my hands.

"Hey!" I finally said when I recovered from the shock. "I saw that one first!"

As I spoke I stood up on my toes to get a look through the opening in the shelf left by the removed book. The shopper on the other side of the shelf did the same, and what I saw was a one inch by twelve inch vertical slice of a woman's face. From the dark eye, the thick eyelash, the sun-tanned cheek, and the small glimpse of straight, dark hair I was able to recognize my adversary.

"Max! What on earth are you doing here?"



IT'S THE THOUGHT THAT COUNTS

she said.

It was Lee Helm, of course. Lee is a graduate student in the naval architecture department at the university, and occasionally I can persuade her to crew for me. More often, though, she's out racing on something a good deal more competitive than my aging racer/cruiser, and with a crowd a little more her own age. Running into her would have been a pleasant surprise, under normal circumstances.

"I'm trying to get some shopping done," I answered with exaggerated annoyance in my voice, "but everytime I reach for a book, it disappears!"

"Sorry about that," she laughed and started to walk around the stacks to my side to hand the book over. Unfortunately, she had time to look at the cover first.

"Wow!" I heard her say through the wall of books. "And it's even signed."

When she came into view, the book was tucked under her arm along with about six other volumes.

"So like, how are you doing in the Midwinters, Max?"

"Now don't change the subject on me, Lee. I saw it first."

"Sorry. I mean, I did pull it down from the shelf before you did, even if I didn't see the title. It's going to be a present for the skipper of the boat that I sail the ocean series on."

Even though I knew for a fact that I had actually touched the book first, I had to concede when faced with her self-righteous generosity.

"Okay, you win," I said. "Having much luck here today?"

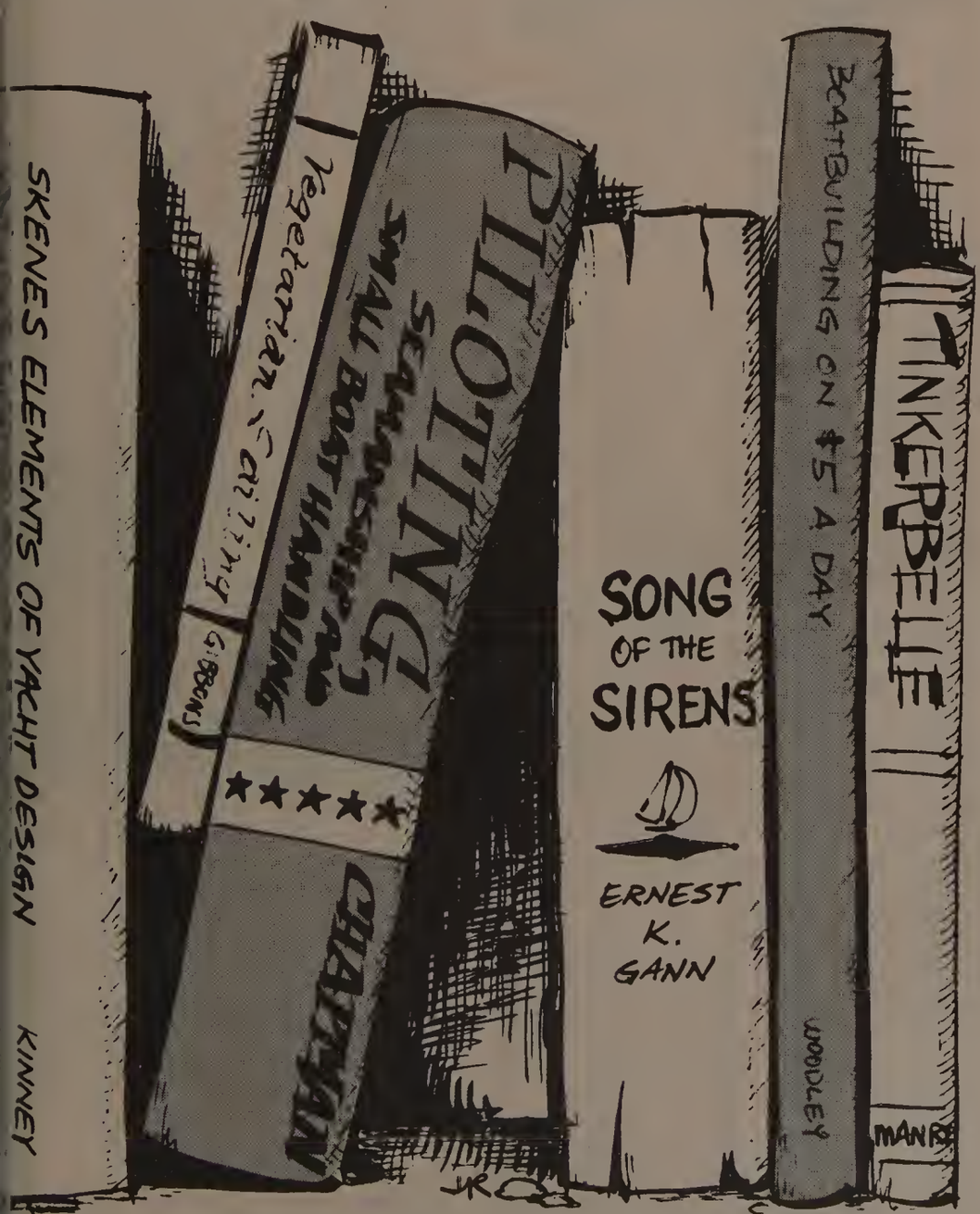
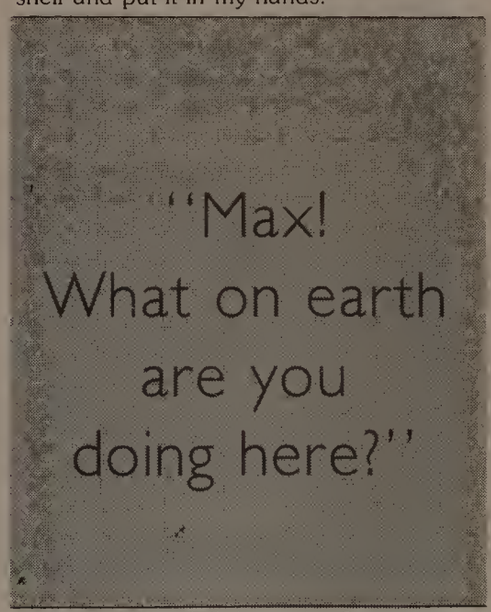
"Lots of good stuff, Max. Look at this one — Uffa Fox, *Sailing, Seamanship, and Small Boat Handling*, 1934. Only fifteen dollars!"

"Who's that one for?" I asked.

"This one goes in my own technical library. I already have all the other Uffa Fox books, but this one is hard to find. And here's another classic, *Yacht Racing: the Aerodynamics of Sails*, by Manfred Curry. This is the original 1927 edition, and the price is right."

"Looks like I should have been here an hour ago," I mumbled.

"For sure," she remarked. "But there's still lots of good material here, Max. Look at this one: *Enterprise*, by Harold S. Vanderbilt, 1930. It's all about the cup defender *Enterprise*."

She took a heavy, dark blue book off the shelf and put it in my hands.



"Beautiful book," she said. "Great photos, even fold-out line drawing of the boat. But it's 45 *dineros*! No way for a starving grad student like me."

It was a truly impressive work, documenting every aspect of the design, construction, and campaigning of the J-class America's Cup defender *Enterprise*, a yacht which was amazingly high-tech for its day. I asked Lee what else she had come up with as I carefully

Real treasures can be found in the 'used' sections of your local bookstore. All it takes is some looking.

returned the Vanderbilt book to the shelf.

"Here's a 1947 edition of *The Amateur Seaman*, by H.S. Smith. This one's pretty easy to find, actually — and only $3.50. It was first written in the thirties, and has a fabulous description of what you have to go through to maintain a conventional plank-on-frame wood sailing yacht."

"Why are you buying it?" I asked.

"A friend of mine is getting serious about buying an old Rhodes yawl that, like, needs some work. This is a present for her. One look at that chapter on annual spring outfitting and I think she'll come back to earth fast!"

"Don't be so sure," I warned. "When they catch the bug, they catch it bad. Especially for old wood boats. Sometimes an old book or two only aggravates the symptoms — I've seen it become terminal!"

"That's why I'm also buying her this little gem," she said as she held up a very small book entitled *How to Abandon Ship*. "Of course I won't give it to her 'til her birthday, after she's owned the boat for a while."

"Let me see that," I said as she handed me the book for inspection.

It was published by Cornell Maritime Press in 1943, and packed full of practical advice and useful tips for the crew of a merchant ship that has just been torpedoed. It was fascinating — among the photos of T-2 tankers and Liberty ships serenely sliding beneath the waves, there was one anecdote after another relating how sailors who followed the book's advice always escaped unhurt. It sold for one dollar in '43, the bookstore wanted $2.00 today.

"I've got to get a copy of this, Lee. There's someone I know who needs to get this book for Christmas."

"I saw it first," she grinned.

"Didn't you leave anything for the next shopper?"

"For sure! Look over here on this side." She led me around to the other side of the bank of shelves, and crouched down to reach one shelf that was near floor level. "What I like about a store like this," she explained as she started pulling out books and passing them up to me, is that they're not organized enough to really know what they have."

I barely had time to look at the titles of the books that were practically thrown at me: *The $30,000,000 Cup, Around the World Singlehanded; The Compleat Cruiser; Offshore* . . .

"The more reputable used book stores," she continued, "seem to recognize the value of most of these old books, so you have to pay for them like, trans-nasally. The up-scale stores also have much heavier custom traffic, so the good books don't last as long on the shelves. But a big old mess like this, as long as you don't mind wading through tons of junk, is where you always find the great books."

A cloud of dust rose up from the shelf, and I struggled to suppress a sneeze.

"That book, *The $30,000,000 Cup*, is by Jerome Brooks, published in 1958 to coincide with the revival in 12-meters. I still think it's the best early history of the Cup around, and you can find it easily for around $10.00. But *Around the World*, by Harry Pidgeon in 1928, is a real classic. Probably worth $20 or $30 at least, but they only want five. *Compleat Cruiser* is $20, maybe because somebody actually recognized the name Herreshoff when they priced it. Still a good buy, Max, but I'm sure you already have it. *Offshore*, by Illingworth, is one of the first of the techno-coffee-table genre. Obsolete, but a good deal at $15 if you're into the history of midget ocean racing, especially in Europe."

"A couple of these will take care of some names on my shopping list," I said. "And it turns out I don't have *Compleat Cruiser* — that one's for me."

We moved a few shelves up, and Lee continued her running commentary.

"Here's a book that I've given to a few of my friends when they first started sailing: *Tinkerbelle*, by Robert Manry, about his 1965 Atlantic crossing in a 13½-foot converted daysailer."

I admitted having read the book over 20 years ago.

"What makes it great for beginners," explained Lee, "is that they can identify with this guy. I mean, he starts the trip with about the same level of experience as a graduate of two basic sailing courses, and the boat is about the same dimensions as a Lido 14!"

"Here's a recent issue of Chapman's," I said as I pointed to a big volume of *Piloting, Seamanship, and Small Boat Handling*. "That's always a good present for a budding sailor."

"Yeah, I guess," she agreed apathetically, "but like, Chapman's has been going down hill since about 1960, when Chapman himself finally gave up doing the revisions. I don't know when the first edition came out, but I have one published in 1922."

Then Lee spotted a book that got her much more excited.

"Now there's a good read. Bernard Moitessier, *The First Voyage of the Joshua*. I hate to think how many people have sailed off to the South Seas because of that book."

"Or because of this one," I said as I pointed to a re-issue of Joshua Slocum's *Sailing Alone Around the World*, originally published in 1900.

"It belongs in every collection," Lee agreed, "but for reading material I think it only has novelty value. Slocum was writing installments for a magazine as he sailed, and some of his singlehanded adventures are

IT'S THE THOUGHT THAT COUNTS

more than a little bit exaggerated, if you know what I mean."

Lee scanned another shelf for another "find".

"Here we go, Max! *The Ashley Book of Knots*. I know the jacket looks dorkey, but it really is encyclopedic and authoritative."

Meanwhile, I had spotted another perfect stocking stuffer.

"How about *Rigg's Handbook of Nautical Etiquette?* The perfect gift for the new boatowner."

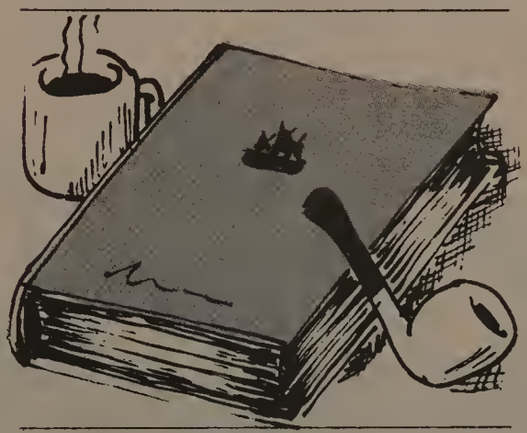
I noticed Lee glance at her watch.

"I've been here much too long, Max," she said as she started to open her backpack. "I really should be home studying for finals."

She then proceeded to take several small blue pamphlets out of her backpack and discretely slide them into the shelves, between some "How to Sail" books. I noticed that they had reduced local charts on the cover, and were titled *Junior Skipper Handbook*, with a price of one dollar. The one dollar had been crossed out, and "25 cents" written alongside.

"What on earth are you doing?"

"These are handbooks for new members



at the university sailing club I belong to," she explained. "They describe our basic instructional program, and also how the sailing club works in general."

"But why are you sneaking them into the store like this? Why, this is shoplifting in reverse!"

"Underground PR," she whispered. "People who want to get into sailing cheap come here to find a bargain book about it. They see the handbook, find out about the club, see that it's open to the public, and join!"

"If you say so," I responded in partial disbelief.

"Never fails. Anyway, gotta go. See you next Mid-winter race weekend."

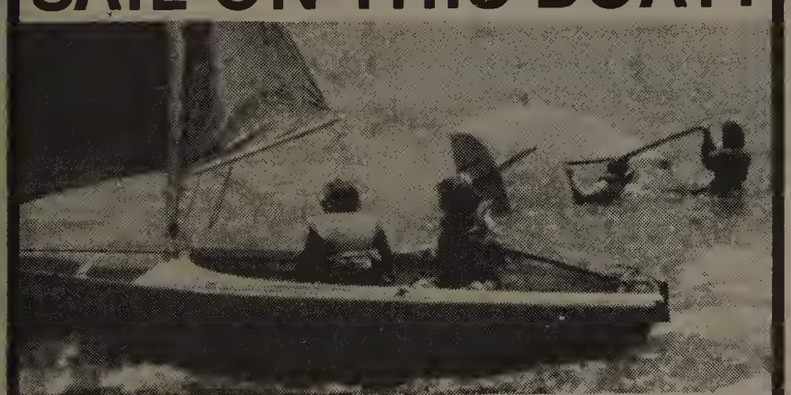
She made one more quick visual sweep of the stacks of books, and pulled down *The Folding Schooner*, *Moxie*, and *The Grand Gesture*, adding them to my pile. Then she was off to the cash register.

I browsed through some more of the older books for a while, finding a 1934 book on the racing rules for $4.50. "The perfect gift for the rules fanatic," I thought to myself.

But as soon as Lee was safely out of the store, I went back to where I had left *Enterprise* and removed it from the shelf. I mentally checked Lee Helm off my shopping list, thereby solving the biggest problem of this year's holiday shopping season.

— max ebb

DID YOU LEARN TO SAIL ON THIS BOAT?



There is a good chance you did. Over the last 25 years, more than 10,000 people have been introduced to sailing on the Cal Sailing Club's Lido 14's. Most of the old Lido's have finally been replaced — but we still need your support!

If you are considering selling your boat, you are probably aware of the advantages of donating to a non-profit organization.

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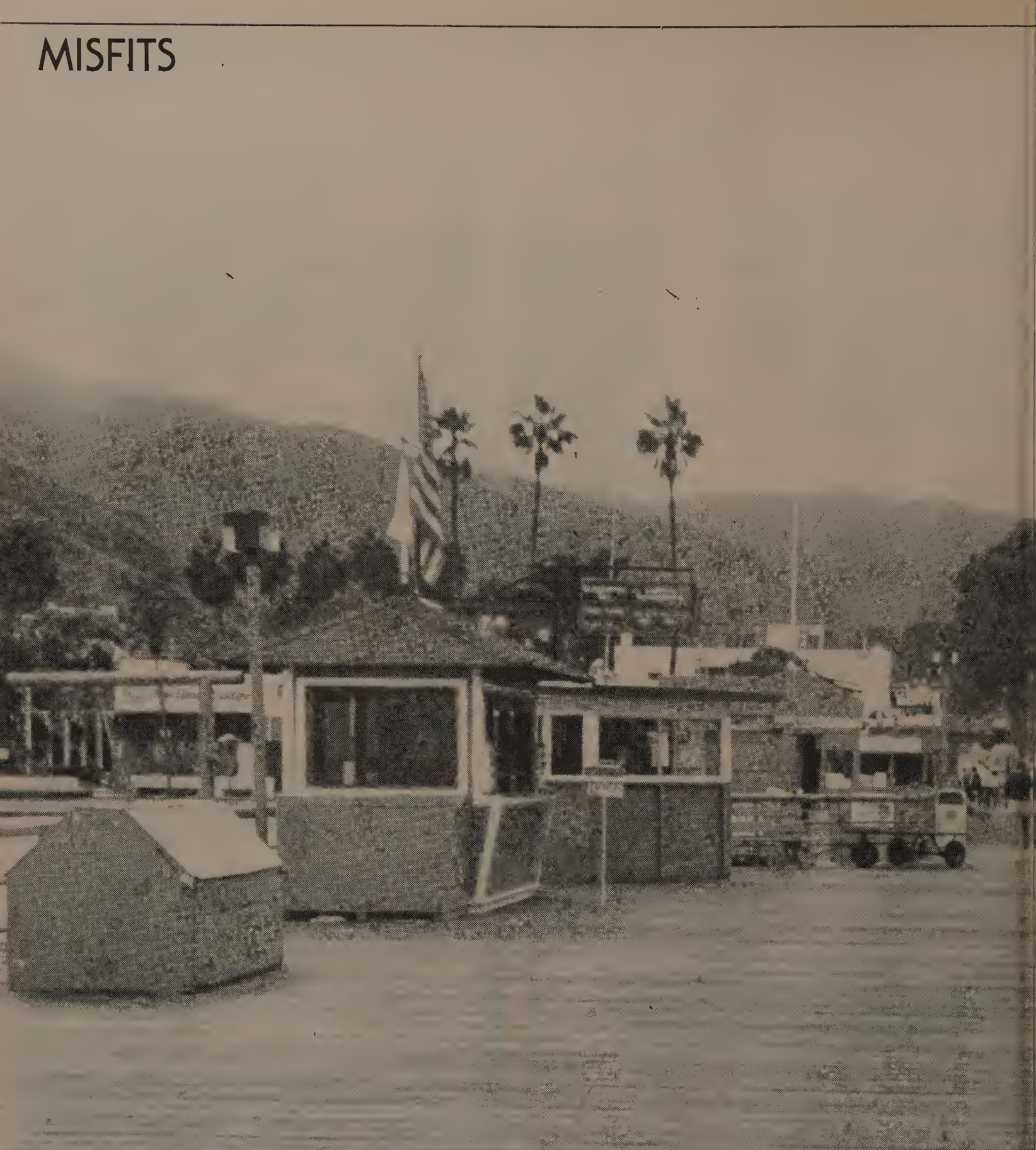
MISFITS



As the shoreboat whizzed by only six feet from the transom of our Islander 36, *Misfit*, we could hear the boisterous laughing and alcohol-assisted revelry of Halloween night at Catalina. Many of the party-goers were obviously unaware of the drama that was transpiring during their absence.

The harbor at Avalon had been at its 300-boat capacity that day, with every mooring occupied for the festive weekend. During the afternoon it had rained off and on; the type of day that either forced people below-decks or ashore to some dry haven. The periodic precipitation at what's normally a summer-fun-in-the-sun resort town made for an awkward combination. People were a little on edge. And very wet.

With the onset of dusk the rain abated, moods lightened, and the harbor became a beehive of activity. The liquor flowed as the

cruisers stood in their still-too-damp-to-sit cockpits enjoying the traditional sundowner. Meanwhile, the shoreboats hustled about to answer the horns of hundreds of mariners eager to get to the anticipated action ashore. The bars and restaurants would surely be as noisy and fun as the costume parties at the Chi Chi Club and the Casino would be entertaining.

Then it began.

Our Islander 36 started to pitch. At first we figured it was the wake from a passing shoreboat. But when it continued we knew something was up; there aren't *that* many shoreboats. The pitching built, and within 15 minutes the swell had grown to 3-4 feet and the wind had come up to 15 knots.

We all know that boats are moored tightly together at Avalon, but you don't appreciate how close until a little weather develops. The Newport 30 at the mooring 20 feet to port of

us was crashing, rolling and bobbing like a plastic bottle in the surf. It was uncomfortable just watching her, especially when she was

ALL PHOTOS BY TIM STAPLETON/MISFIT

Where dinghies go to meet.

crashing, rolling and bobbing so close to *Misfit*.

It's the uncertainty that gets you at a time like this. Will the weather quickly subside again, will it be rough all night, or — heaven forbid — will it turn into a disaster like the one in Cabo San Lucas in 1982?

We turned the VHF to Channel 12 and monitored the first of what would be many calls to the Harbormaster. It didn't sound very promising.

"The ketch at mooring 320 is dragging," was one report. You mean these moorings can drag?

Three other boats radioed for assistance. A patrol boat was dispatched to render what help they could.

We could now see healthy-sized waves crashing against the seawall, sending plumes of spray 20 to 30 feet in the air. The spray turned a kaleidoscope of colors, reflecting the holiday lights of Avalon. It was lovely — in an ominous sort of way.

There was another call on 12 as one more boat dragged its mooring; then another. A houseboat was reported to have slipped on her bridle and began swinging in an ever-widening arc, threatening her neighbors. A powerboat outside the harbor radioed that she was perilously close to the breakwater and had lost all power.

There was one harbor patrol boat that couldn't come to assistance. They passed us towing one of the three dinghy docks — with dinghies still attached, sticking out like spokes on a wheel. The dinghy dock had to be taken away or the surge-driven gangplank would have ruthlessly destroyed it.

As bad as things were, it was clear they could get a lot worse. Not taking any chances, we busily prepared the boat for the possibility of a hasty departure; gear was stowed, the engine warmed, and the radio tuned to the weather broadcast:

"Avalon: three knot winds from the southwest, no swell."

Judging from the turmoil around us, that report might have been out of date.

If it got any worse, we were going to have to leave. We didn't relish the prospect of winding our way through the dark, crowded, churning harbor, but we nonetheless planned an escape route.

Then the wind shifted 30 degrees, hitting the moored boats almost broadside. A large, unattended powerboat in the row ahead of us drifted sideways and collided with a

'Misfit' finds a mooring with a view of the Casino.

Gulfstar 50. The crew aboard the Gulfstar pushed the unwelcome powerboat away and hung fenders over their starboard side to prevent a reoccurence.

When the wind returned to its previous direction, the folks on the Gulfstar — much to our amazement — hailed the shoreboat and with apparently no further concern for their boat merrily went to shore to party. It must be great not to worry.

Back on Channel 12, the litany of problems continued. Boats slipping, boats colliding, boats damaged. All the harbor patrol boats were busy with tows or assisting where they could. The Life Guard and Sheriff's Patrol boats arrived to lend a hand. But the radio chatter continued.

One persistent caller wanted to know the planned route of a Harbor Patrol boat with a ketch in tow. "They've already hit two boats, and I want to know their intentions," he seemingly slurred over and over again. The Harbormaster patiently explained that they were doing the best they could.

Hanging out at Bernies with the cruising class of '88.

Another call came in, this one for a boat looking for a mooring for the night. "I'm sorry," the Harbormaster apologized, "we don't have a mooring available at this time, and I really don't think this is where you want to spend the night."

Throughout the turmoil the Harbormaster maintained a calm, confident voice, never losing control. We were impressed.

The unpleasant weather continued pretty much the same for the rest of the night. It never got so bad that we wanted to risk leaving, but it never improved enough so we felt we could in good conscience go to shore. So we cancelled our plans and drifted in and out of sleep the rest of the night.

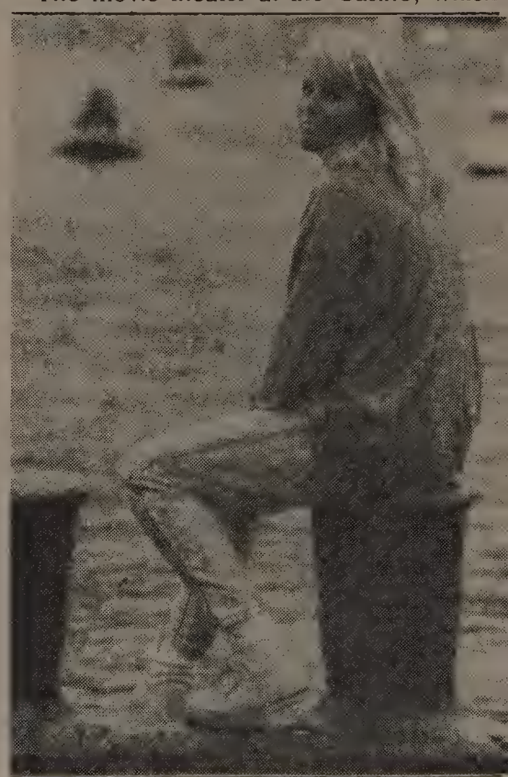
The situation was much calmer the following morning. The sun soon broke through the clouds and started to dry all the boats off. Many of the moorings were already empty; people hadn't fled the weather, they'd simply started the typical Sunday exodus back to the mainland.

The last day of October also ended the season at Catalina, when the island population reverts back to 2,000. The normal summer population is 5,000 — not counting the day-trippers coming over on the ferrys that can swell the number to 10,000. We stood around and watched as Avalon transformed herself back into a quiet seaside town, something you wouldn't have believed possible during the bedlam and partying the night before.

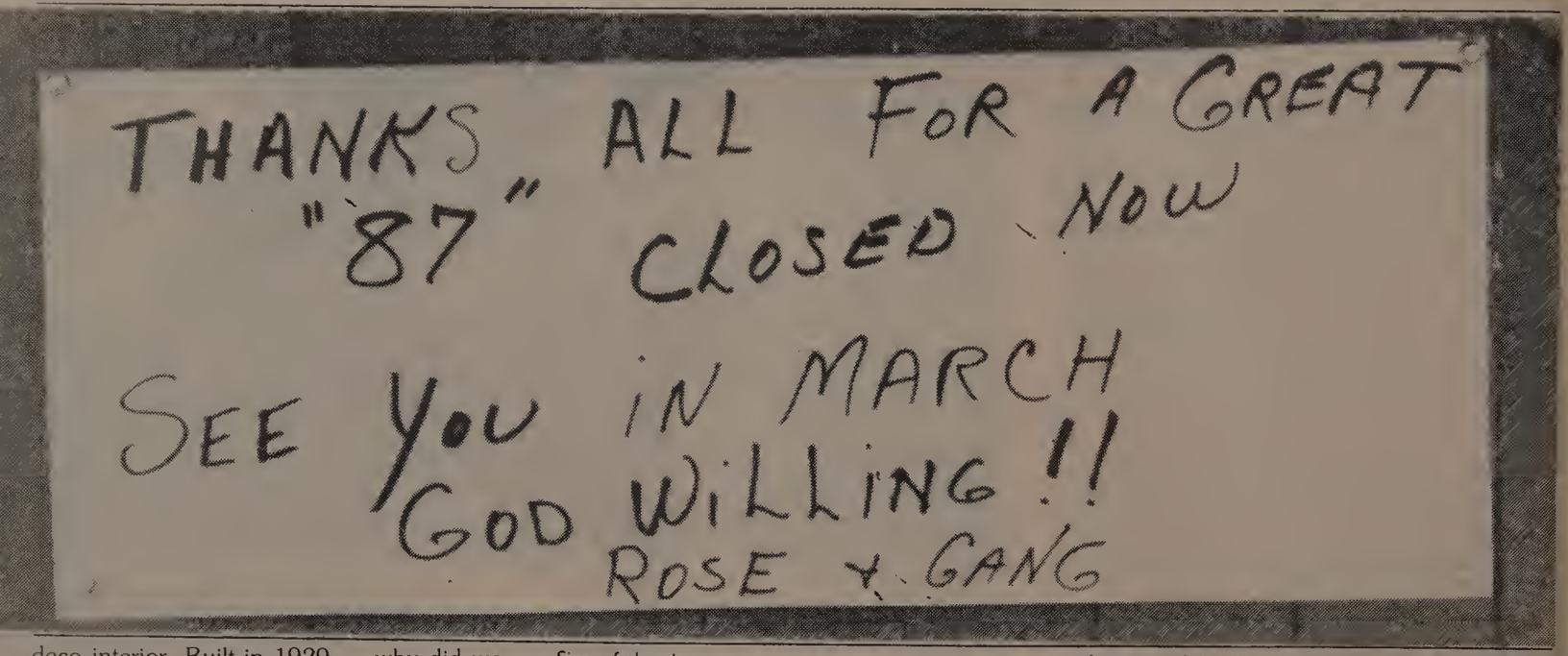
The conversation between the remaining locals and cruisers — who somehow aren't quite normal tourists — was light and friendly as things got cleaned up. Several of the shops were shutting their doors for the last time until Easter. Another season had been survived, it was time to settle back to the relative peace of their reclaimed island.

Of course, don't be mislead into thinking that the island shuts down entirely for the winter, because that's not true. Several of the bars and restaurants stay open, as does the bookstore, the chandlery, the stables and golf course, the fuel dock, and the Safeway. The latter, you might not have known, turns in the highest gross sales per square foot of any store in the huge chain.

The movie theater at the Casino, which you can reach by dinghy, also remains open. The $5 admission is worth it, not only for whatever is playing, but just to admire the art



Sitting on the dock on the bay. Yes, all the girls look like this in Southern California.



Sign of the times.

deco interior. Built in 1929 — why did we have to bring *that* year up — it's not the kind of place where you leave your popcorn on the floor.

For the budget-minded cruiser, the best news of the off-season is that winter rates go into effect for the moorings. When you pay for two nights, you get five free! The unexpected good news is always the best.

We were enjoying several cold beers with some new cruising friends at our cut-rate moorings when a local pulled alongside in a skiff. He introduced himself as Bernie Ramming and explained that back in the early 70's he, his wife and two young children, had cruised the South Pacific on their Islander 55, *Starfire*. Bernie is living proof that old cruisers don't die, they just settle down and raise their kids on Catalina until it's time to cruise again.

Bernie's enthusiasm for the cruising lifestyle hasn't waned after his years on Catalina, and it was obvious that he'd enjoy a chance reliving his cruising advertures and vicariously participating in ours. By the time he'd made the rounds of the harbor's other cruisers it was clear that a party was in the making.

"Come on up to my place, we'll have a BBQ. You can meet the people you'll be running into for the next few months — and I have a hot tub!" Who could resist an offer like that?

The following evening a parade of dinks made their way to the dinghy dock. A group of about 30 people assembled on shore and were shuttled inland on the back of Bernie's truck. The group spanned the gamut from 'first timers' to old salts. You'll never guess what we discussed over burgers and beers: plans, boats, problems, past trips and dreams of the future. Later a few of we more decadent cruisers slipped into the inviting warmth of his hot tub.

The slide show presented by Bernie and his wife Judy focused on the advantages of getting off the beaten track and meeting the locals. It seemed clear that would be the only way to experience the richness of the cultures so many cruisers only glimpse as they follow routes recommended in the popular guide books. Philosophically we couldn't agree more — although doing so while on Catalina seemed a little hypocritical.

Actually, being at Avalon in the off-season felt a little bit like sneaking in the backdoor. You feel almost as though you're in a conspiracy with the locals, sharing their enjoyment of the more subtle pleasures of the winter-lulled pace of Avalon. Faces become personalities and friendships are born. We're cruising.

— tim stapleton & karen munro

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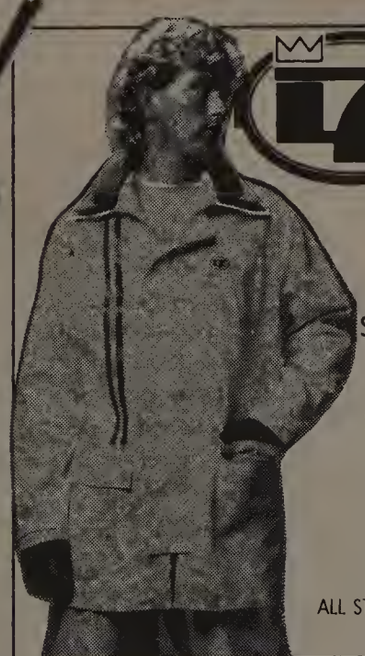

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ODCA/WBRA

This summer, 421 boats in 33 divisions competed in One Design Class Association (ODCA) racing. In terms of sheer numbers, this was a record-breaking year for ODCA, mainly due to adopting the Santana 22 and Cal 20 classes — 51 boats altogether — from the now defunct SYRA. "Unlike some other groups, the One Designs are quite healthy," said ODCA President Bruce Nesbit.

Two new classes, Solings and J/35s, will join the ODCA next year. The challenge, according to Nesbit — who races a Cal 2-27 called *Zephyr* — is to continue to meet the needs of such a diverse spectrum of boats all in one race format. "We try to be flexible enough to accommodate the wishes of all the various classes and race committees. Believe me, it's a moving target!"

For more information on ODCA, call Nesbit at (415) 389-1708. For more on this season's ODCA champions, turn the page.

SEASON WINNERS

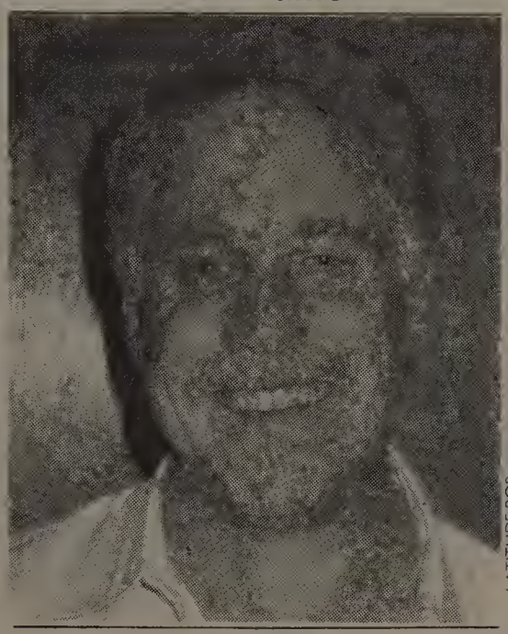
Seventy-five boats in five divisions raced all or part of the Wooden Boat Racing Association's (WBRA) busy 22-race season this summer. Most of them raced in four more races as well — the popular St. Francis YC Woodies Invitational. Not that all woodies are wooden anymore: a third of the Knarrs, half of the Folkboats, and one IOD are made of fiberglass these days.

WBRA — formerly KIF (Knarrs, International One Designs, and Folkboats) — became a chartered member of YRA seven years ago. Two out-of-production boats, Bears and Birds, were added to WBRA at that time, but for for some reason the Golden Gate class never made the crossover from ODCA into the woodies.

The healthiest WBRA fleet continues to be the Knarrs, a 44-year-old design that attracted 31 boats this yeat. The Folkboat class, with 17 entries, is likewise perking right along, and the Bears are experiencing a small renaissance. Like ODCA, there aren't many big changes in WBRA's future. Call chairman Tom Allen at (415) 474-7474 for information on WBRA.

Limitations of time and space necessitate featuring only the winners of the largest ODCA/WBRA classes. Results of the remaining classes will appear next month. Our congratulations to everyone who won, placed, or showed in this summer's one design competition. Next month, we'll conclude our stroll through the winner's circle with a look at the OYRA, SBRA, and WRA season champions.

EXPRESS 37
"Mainframe"



Chris Baldwin
Sausalito YC

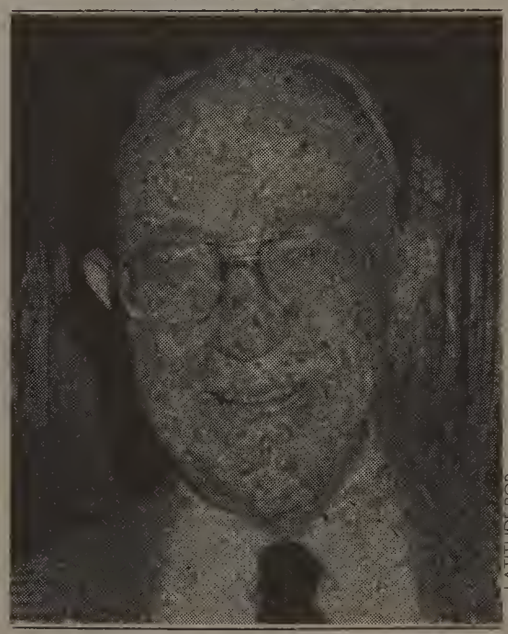
How do you go from the bottom half of the Express 37 ODCA class last year to winning it a year later with room to spare? Chris Baldwin, who runs the development department of Marine World Africa USA, attributes *Mainframe's* dramatic turnaround to improved crewwork, better preparation, two new Sobstad sails, and the addition of Ray Delrich as tactician and back-up driver. "It finally gelled this year," claimed the former Islander 36 owner.

"We actually practiced a lot, including disaster drills," said Baldwin, who started racing only two years ago. Their only disaster was a broken headstay, which broke at the tack fitting. The rig stayed up — "the #3 took the load and it's never been the same since!" — but they had to drop out of the race. *Mainframe* won the season after 14 races, so rather than enter the second race of the day (and risk a DSQ, which can't be thrown out), they began the celebration out at Knox buoy. Most of the crew was thrown overboard; then it was in to the yacht club for "massive quantities of Myers/OJ's".

Mainframe — so-named because both Baldwin's wife Christine and his partner Steve Saperstein work in the computer industry — was in a state of perpetual motion this summer. The tight-knit crew — many of whom sailed on *Pandomonium* in the Big Boat Series — included Joe McCoy, John Stewart, Rich Bennallach, Bill McGee, Toby Pontin, Dave Santori, and Ron Atwood.

2) **Pazzo Express**, Bill Ormond, St.FYC; 3) **Ringmaster**, Leigh Brite, RYC. (12 entered, 11 qualified)

ISLANDER 36
"Prima Donna"



Eric Warner
Richmond YC

At 75 years old, Eric Warner is quite probably the oldest ODCA winner ever. Not only that, he's a repeat winner, having won the class three years in a row. He's entered six ODCA seasons and is batting 500. We think that's a pretty amazing accomplishment, especially considering that Warner's competition is about half his age.

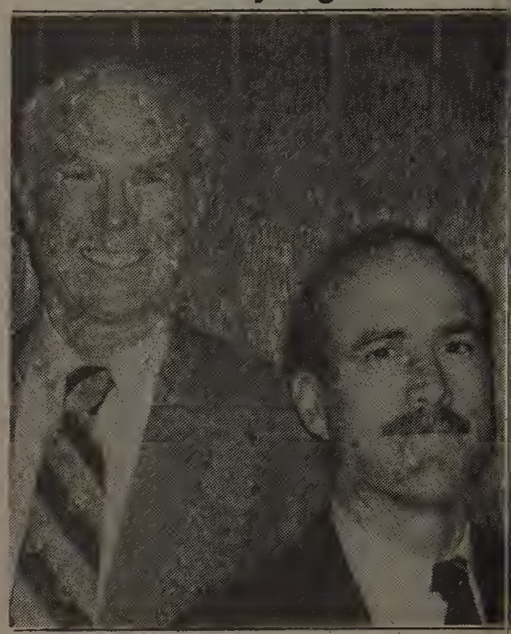
"I just steer the boat and bring the beer — the crew does all the work," insists Warner, who used to be Chevron Oil's chief engineer "back in its expansion days". He won the season with breathing room, but claims it's getting harder every year: "the fellas are nipping at our heels for two reasons — they're getting better and I'm getting older!"

He's quick to credit the crew — who switch jobs almost every race — of *Prima Donna*. Most of the crew have been part of the hat-trick: crew boss Eric Foster, Foster's father Mark, John Patterson, Bob Spear, Ross Stromberg, Whit Conley, Chuck MacParland, John Daseking, and Kurt Johnson. "Our class doesn't welcome professional sailors," explained Warner, who then read off each crewmember's occupation. It's an eclectic group, to say the least.

Warner's been sailing for 50 years on the Bay, starting out with a Snipe and moving to a Windward (a 33-ft Rhodes design that he built) and then a Triton, where he and arch-rival Frank Hinman duked it out for years. *Prima Donna* will be back next year, for as Eric put it — "why stop now?"

2) **Shenanigan**, Mike and Caroline Fitz-Gerald, TYC/StFYC; 3) **Wild Onion**, Allan Schuman, StFYC. (15 entered, 13 qualified)

SANTANA 35
"Tinsley Light"



Hank (l) & Mike (r) Grandin
San Francisco YC

Tinsley Light, co-skippered by Hank Grandin and his son Mike, squeaked by *Dance Away* and *Swell Dancer* to claim their first Santana ODCA championship in four tries. The boats ended up separated by only 1.25 points. Bob Bloom's *Dance Away* won the 35's abbreviated long distance series and overall combined season honors.

But it was the Grandin father/son team that won the ODCA series, along with their talented crew: Ray Sluis, Matt Erwin, Paul Lewis, Ken Adams, Dan Jester, Mike Taylor, Jeff Eastman, and Stan Boyd. *Tinsley Light* won despite hundreds of pencil-sized holes in their main and genoa, which as it turns out are "vortex generators" put there by sailmaker Don Goring. "We think they're a modest help, particulary when it's windy," said Hank.

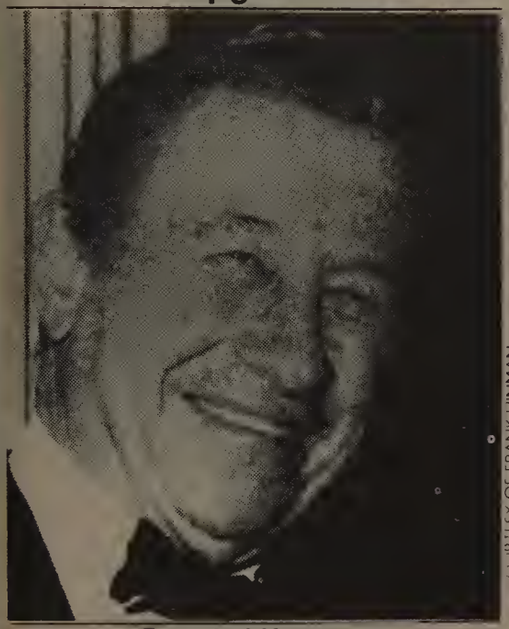
Hank spent three months this summer cruising his other *Tinsley Light*, a Swedish-built Scanmar 33, from Germany to France. Mike, a stockbroker like his father, steered the Santana in his absence. Grandin has named a number of boats — an Olson 30, a Mull 36, and a 46-ft Cal — after the lighthouse on St. Francis YC's Tinsley Island. History buffs might recall that the lighthouse originally sat on the now-vacant platform over Southhampton Shoals.

"One-design racing is a great classroom," claimed the senior Grandin, who started out sailing a Star on the Bay in the early 50's.

2) **Dance Away**, Bob Bloom, CSC; 3) **Swell Dancer**, Jim and Shelley Graham, MYCO. (15 entered, 11 qualified)

SEASON WINNERS

NEWPORT 30
"Topgallant"



COURTESY OF FRANK HINMAN

Frank Hinman
San Francisco YC

The top gun in the Newport 30 class continues to be Frank Hinman's *Topgallant*. In fact, Hinman, a professor of urology at UCSF, hasn't lost a series — 5 ODCA wins in 5 tries — since his first shot at it in 1983. He has been so dominant that the frustrated Newport 30 class once made up "anti-*Topgallant*" T-shirts, showing the red circle with a slash through Hinman's boat name.

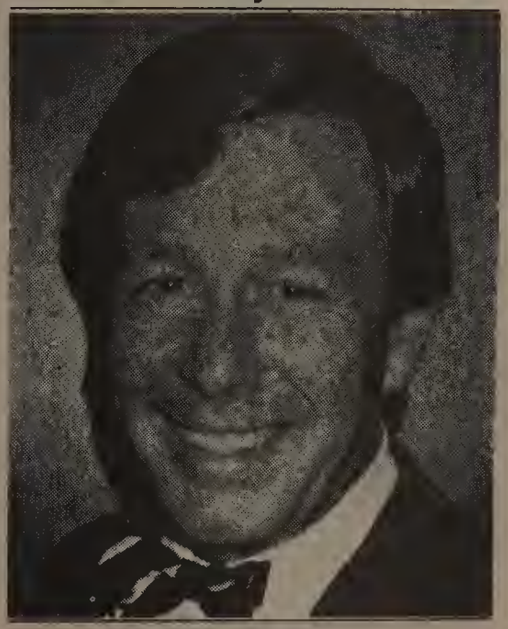
Hinman and his regulars (Harry Humphrey, Phil Fleishman, Charles McBurney, Carl Fleming, and Scott Loring) won the 10 race, 2 throwout season with five firsts and two seconds. They tossed a 7th in the flukey Vallejo Race and a DNF in a race where, for the second year in a row, a crewmember fell on the tiller and broke it. They were forced to drop out while leading on the last beat to the finish. "We've got a new stainless steel tiller now — I don't think they'll be able to break this one!" laughed Hinman.

A 50-year member of San Francisco YC, Hinman is a former three-time Triton national champion. In fact, he still owns his Triton *Gallant*. "It's up on Lake Tahoe now. As part of the crew's 'paycheck', I take them up there to race every Fourth of July."

Topgallant mathematically wrapped up the series with a race to go, but sailed — and won — the last race anyway. Three years ago, in an effort to keep attendance high, the class introduced a trophy for winning the last race of the season. "Actually, we proposed it," said Hinman, "and we're still the only name on it. It's getting kind of embarrassing!"

2) **Danville Express**, Andy Hall, EYC; 3) **Mintaka**, Gerry Brown, PAYC. (17 entered, 13 qualified)

J/29
"Maybe"



John Williams
Sausalito YC

John Williams has a thing about black J-boats: three years ago, he moved up from his J/24 *Zilla* to his present boat, the fractionally rigged, inboard powered J/29 *Maybe*. In 1985, *Maybe* came in third in the then fledgling class; in 1986, second. This year, Williams ran away with the season, opening strongly by blitzing the Spring Keelboat Regatta and the Memorial Day Regatta with straight bullets.

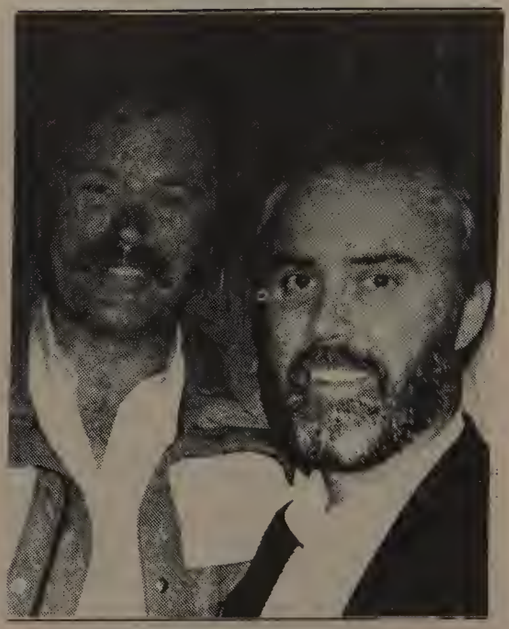
Their early lead allowed the *Maybe* gang — crew boss Kerry Myers, Gary Samori, Frank Berring, Robin West, Tom McGraw, and William's 17-year-old son Carnet ("our deck rat") — to relax a bit and enjoy the season. Williams, who owns a Sausalito-based advertising and marketing company, attributed his victory to "a great crew, our new tape drive sails, and the fact that Don Trask didn't come out as often as usual."

We figure *Maybe*'s victory might have something to do with the fact that Williams, a transplanted Australian, has sailed all his life, starting out with skiffs and later Solings in Sydney Harbor.

"We had no magic formula," said Williams, "We're all just normal guys who work hard for a living and enjoy getting together on weekends." Williams and his friends are looking at either chartering or buying a larger boat for next year. He loves the "instant gratification" of buoy racing, but is also "open to other challenges, such as trying the offshore circuit soon".

2) **J'Ouvert Mornin'**, Marsh/Paul, CSC; 3) **J Spot**, Tom Fancher, SCYC. (14 entered, 12 qualified)

EXPRESS 27
"Leon Russell"



Daniels (l)/Johnson (r)
Richmond YC

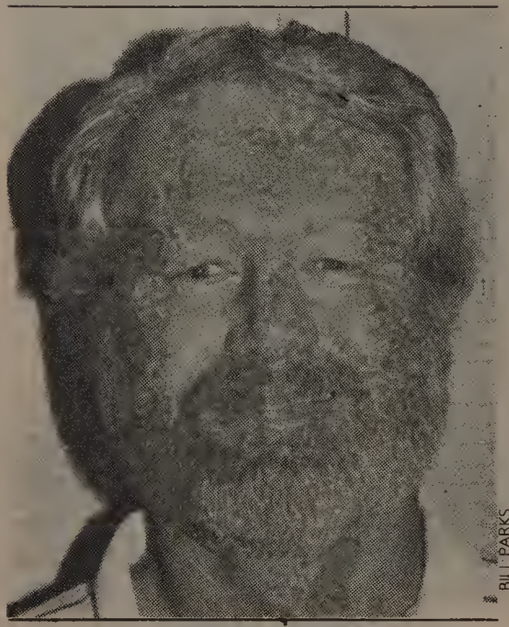
Russ Johnson and Leon Daniels put their money — and their first names — together two years ago to come up with *Leon Russell*. "We couldn't resist the name," laughed Daniels, who explained that blues rocker Leon Russell was one of their favorite musicians. "You'd have to go to an antique store to find his albums now."

In 1986, their first season, the partners finished 2nd in the Express 27 ODCA division and also won the Catalina Race overall. This year, *Leon Russell* moved into the top spot in the highly competitive 20-plus boat fleet, although it came down to the last of "about a million" races in the series. Both Leon and Russ felt their winning edge came from having the same top-notch crew for the last two years: Bruce Powell, Nick Gibbons, Brian Kellogg, Ron Bartkowski, Sooze Daniel, and Dan Shea. With such a good group aboard, tactics were generally decided by consensus ("that way, we could always blame the crew if things didn't work out!").

Johnson, an executive with Crowley Maritime and a former Olson 30 owner, handled the driving. "He's absolutely great to sail with," claims Daniels, who's in charge of sail trim. Johnson, likewise, gave Daniels high marks, noting that another factor in their victory was Daniels' and Powell's nonstop maintenance program throughout the summer. The latter duo is involved with Pro Sail San Francisco, the speed-hungry organization that plans to bring the European Formula 40 circuit to the Bay next summer.

2) **Trimmer**, Skip Shapiro, RYC; 3) **Great White**, Bill Worden, Aeolian YC. (32 entered, 23 qualified)

CAL 2-27
"Con Carino"



Gary Albright
Richmond YC

After ten ODCA seasons in his Cal 2-27 *Con Carino* (Spanish for "with love"), Gary Albright finally captured the class championship this summer. "We've been knocking at the door the last few years, but always seemed to defeat ourselves in the final stretch," said Albright, a commercial artist.

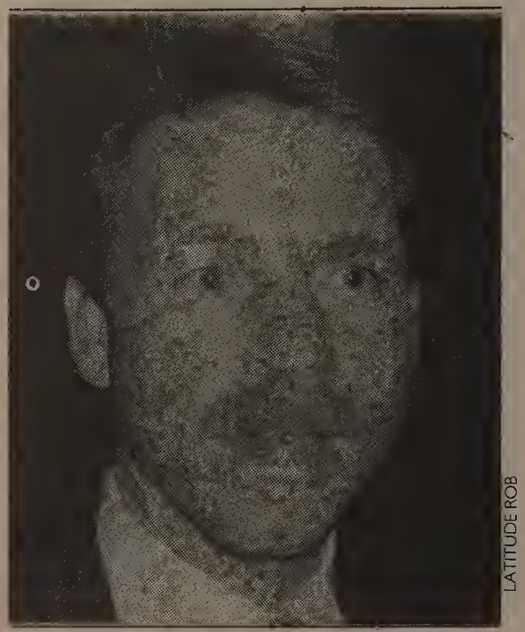
This summer, Albright and crew (Gary Troxel, Jim Olivero, the husband/wife team of Dave and Sandy Wertanen, Albright's 17-year-old son David; and on occasion Mike Percy, Don Burns, and Tom Walker) came through in the clutch. The lead had changed hands six times during the season, and the ODCA title was up for grabs in the last race. Albright had to place first *and* put a boat between *Con Carino* and last year's winner, Steve Wilson's *Wanika*, in order to win. With his back to the wall ("it was a heart-stopping race!"), Albright did what he had to do.

Later, the crew celebrated by giving Albright the traditional victory dunking. "They've stuck with me for a long time," said Albright of the *Con Carino* gang, "and we've learned together. I've gotten a lot calmer about racing in the process."

Albright, the self-described "perpetual class newsletter editor" is really happy with his Cal 2-27. He enjoys the stiff competition ("half the fleet can win on a given day, and the other half isn't that far off the pace") as well as cruising the boat with his family.

2) **Wanika**, Steve Wilson, CSC; 3) **Huffin**, Jerry Olson, SCC. (16 entered, 15 qualified)

J/24
"Exocet"



Keith Milne
St. Francis YC

"We actually had a terrible year except for a few good finishes in the ODCA races," said *Exocet's* owner/driver Keith Milne. We should be so lucky, especially considering that J/24s compromise the largest ODCA fleet. Milne, however, is quick to credit Chris Perkins and Jim Titus ("the two best 'civilian' skippers in the fleet") with outsailing him this summer. Milne won ODCA — which is only half of the 20-race J/24 schedule — but came in third behind the aforementioned duo in the overall class championship.

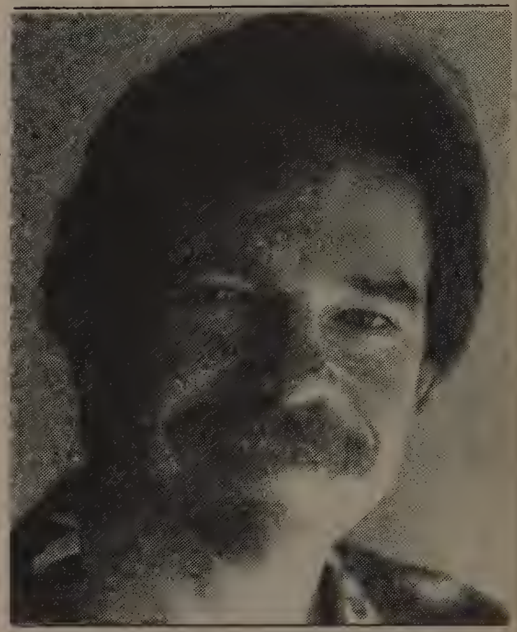
Milne, who at 33 is the chief economist for a major oil company, started sailing in 1983, when a friend invited him to be "movable ballast" on a J/24. He was hooked, and soon bought *Exocet*. Several years ago, Keith owned two J/24s, allowing him to become the only known person in the world ever to lose both of his masts — he lent the other boat to a friend — in the same race.

Milne's "absolutely flawless" crew this year included Jim Tallet, Stu Eddings, Peter Skinner, Terry Copeland, and John Friend. Milne also credits John Kostecki with helping him optimize *Exocet*, which after midseason speed problems finished up the season like the rocket it's named after.

Speaking of names, *Exocet* has had more than a few in the last four years — some of the more memorable (and printable) ones include *Extra Strength Tylenol, Chernobyl Reaction, Jalisco Cheese, Iranian Moderates*, and — most lately, *Silkworm*.

2) **Bearna Baoghail**, Titus/Grandin/Evans, StFYC; 3) **Dejavu**, Chris Perkins, StFYC. (45 entered, 32 qualified.)

RANGER 23
"Twisted"



Don Wieneke
Sausalito YC

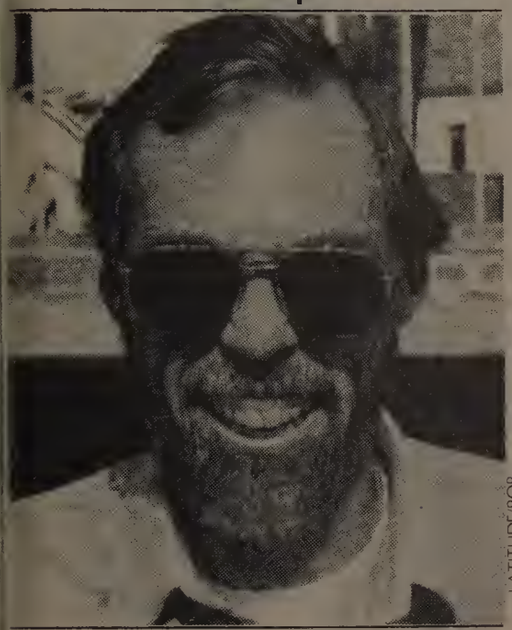
Don Wieneke picked up his Ranger 23 *Twisted* eight years ago and immediately entered ODCA. He came in ninth. "That was back during Fred Paxton's reign with *Moonlight*," says Don. Since 1980, the television advertising rep has put together ODCA finishes of 7,5,1,3,1,1,1 and in the process become something of a dynasty in his own right. We counted over a hundred trophies in his Sausalito residence.

"Anyone of the top three could have won this year," Wieneke figured. He cited the teamwork of his "faithful all-pro *Twisted* team" (Mark Stockton, Steve Ulrich, and Graham Challis) as the secret to his success. However, *Twisted* only won two races (down from 8 last year) and it was their closest season championship yet. Arch-rival *Snow Storm* and last year's runner-up *Smokey* both finished within 3 points of them at the end of the 12 race, 2 throwout series. In fact, it's remotely possible that George Morris of *Snow Storm* may yet win the season via an appeal against the Sausalito YC race committee's decision to abandon the last race of the season.

Win or lose, Wieneke is hooked on the sturdy little '72 Gary Mull design. He's been a Ranger 23 class officer for the last five years, and counts many fellow Ranger owners among his close friends. On non-race weekends, Wieneke and associates can usually be found windsurfing off Crissy Field, riding mountain bikes on Mt. Tam, or cruising overnight in their Rangers.

2) **Snow Storm**, George Morris, CSC; 3) **Smokey**, John Nelson, CSC. (19 entered, 14 qualified)

SANTANA 22
"Seascape"



Jim Lindsey
Richmond YC

Photos of Jim Lindsey are as rare as those of Bigfoot or the Loch Ness monster. Normally the perenniel Santana 22 winner is downright camera-shy, but this year we managed to bag a dockside photo of our elusive quarry at the Masters Regatta. Lindsey knew the game was up — we'd captured him on celluloid — and allowed us to use the accompanying photograph.

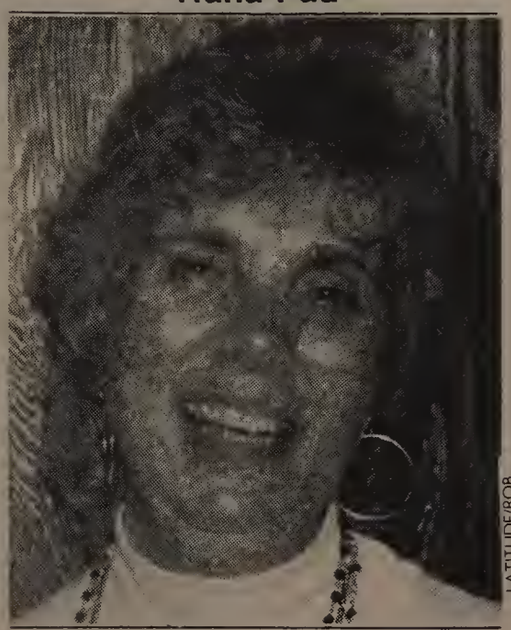
One thing Lindsey's not at all shy about is beating up on the Santana 22 fleet. He's sailed his 21-year-old *Seascape* in the last 15 seasons — and won a mind-boggling 13 class championships! That's got to be a record of some sort. Also amazing is that his crew has been as consistent as his racing record: Howard Canfield and Jim's wife Sally have been with him since the beginning.

Lindsey, a 110 and Soling sailor back in the 60's, also finds time to sail on big boats — he's been the tactician on Lu Taylor's SC 50 *Racy II* in the last two Big Boat Series — as well as his other boat, a J/24 called *Frick n' Frack* which he owns with Bill Claussen. They finished 17th in the J/24 NA's this summer.

"Sailing the Santana is different than the J/24," says Jim. "It's a non-spinnaker fleet, and subtle differences in tuning or boathandling just don't have such a dramatic impact on how you finish. Clean starts and good tactics are what matters." Lindsey has another reason for staying with the Santana 22 : "My wife hates spinnakers!"

2) **Diana**, John Skinner, RYC; 3) **Keel Kicker**, Bruce MacPhee, SCC. (31 entered, 28 qualified)

CAL 20
"Hana Pau"



Mary Jo Foote
Island YC

Mary Jo Foote picked up her first boat — a Bear — about ten years ago. At the time, she didn't know port from starboard, but she learned quickly. Six years ago, she bought her Cal 20 *Hana Pau* from Bren Meyer, and continued up yacht racing's slippery learning curve. These days — in addition to being the Cal 20 fleet champion for the second year in a row — she's literally a sailing instructor.

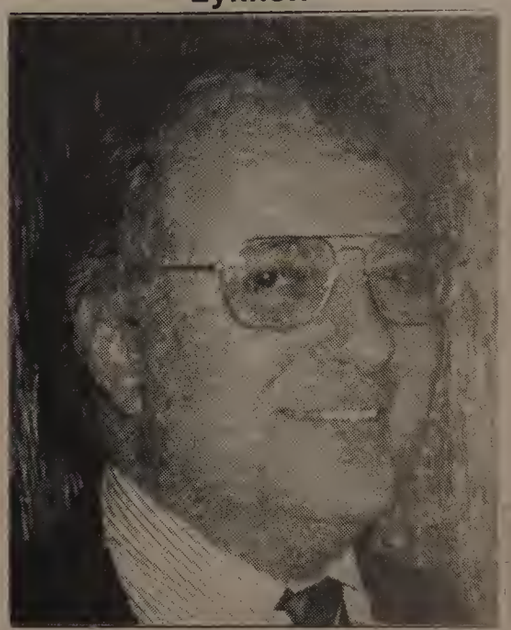
"Cal 20's are the biggest bang for the buck on the Bay," said Mary Jo. "It's really close racing, and the tactics and strategy you pick up are transferable to bigger boats." She's learned a lot from her fellow competitors, citing Mike Schaumburg and Kevin Friel in particular. "Everyone's been great — it's like a big happy family before and after the races. But on the course, we're like scrapping siblings!"

Another highlight of Mary Jo's summer was the annual Cal 20 team racing regatta against Kaneohe YC, held this year in Hawaii at the end of October. Twelve members of the local Cal 20 fleet made the pilgrimage to Oahu to race the Kaneohe fleet four-on-four. Even though Kaneohe won the 12-race series in the final heat, Mary Jo enjoyed learning about team racing.

What's it like being a successful woman skipper in this large fleet? "No problem," said Mary Jo, "I've paid my dues and learned from my mistakes. If you can earn people's respect on the race course, it doesn't matter what sex you are."

2) **Tension II**, John Nooteboom, CYC; 3) **Loafer**, Kevin Friel, SYC. (20 entered, 17 qualified)

KNARR
"Lykken"



Bob Fisher
San Francisco YC

"After 20 years, I guess we're getting better," was how architect Bob Fisher summed up his first Knarr season championship. Fisher purchased his Oslo-built *Lykken* (Norwegian for "luck") back in 1965 and proceeded to teach himself to sail. This year, all the ingredients — the same crew every race, some new Sobstad sails, and a bit of "lykken" — finally came together for Fisher.

Lykken's crew consisted of Bob's 31-year old son Rick, Bill Remick, and Ebbe Schove. In the best tradition of Scandinavian woodie sailing, the four-man crew ritualistically had a shot of Gammeldansk — a Danish bitter — for good luck, before each race. Fisher's wife Saloma provided shoreside support: She makes the best sandwiches in the fleet!"

Fisher's 30-ft Knarr is one of the older woodies in the fleet, which now includes a dozen fiberglass boats. "Wooden Knarrs still seem to have the edge," claimed Fisher, who listed *Kestral II*, *Snaps III*, and *Peer Gynt* as his toughest competition. Another tough competitor, six-time champ George Rygg on *Huttetu*, took a sabbatical this year, and Fisher is looking forward to having a shot at him next year.

Fisher also sailed in the International Knarr Championship in Oslo, Norway, during the first week of August. He didn't win the near-windless, rainy regatta, but enjoyed the experience. "It was fun, but the real thrill this summer was winning the class championship!"

2) **Kestral II**, Hans Williams/Wayne Stranton, StFYC/SCC; 3) **Snaps III**, Knud Wibroe, SFYC. (30 entered, 27 qualified)

THE RACING

About the only local racing that went on last month was **The Great Pumpkin Regatta**, *the* **Adams Cup Semi-Finals**, *and a bunch of* **Midwinters**. *We managed to fill these pages with previews of the* **Southern Cross Series**; *a piece on* **Bruce Nelson**; *quick takes on* **Irv Loube**'s *new boat and the* **Ultimate Yacht Race**, *and much more.*

Loube's Latest One Tonner

Sometime in mid-December, East Bay attorney Irv Loube's newest nautical weapon will be rolled off a freighter in Oakland. This one's a state-of-the-art Farr One Ton, which was recently finished by Cookson boats down in New Zealand. It's a development of *Fram X* — the crown prince of Norway's boat that won the recent One Ton Worlds — with improvements to the keel and rudder.

Loube will give the new rocketship the same name that has graced the transoms of several of his previous boats: *Bravura*. Peter Cameron will be charged with putting the deck hardware on the boat and readying it for battle. *Bravura* will live in Pt. Richmond's Brickyard Cove, near Irv's *other* One Tonner, '86 NA champ *Coyote*. Loube plans to use *Coyote* as a sparring partner to help tune-up *Bravura*, afterwhich *Coyote* becomes "seriously for sale".

LATITUDE/JOHN R

Irv Loube is setting his sights on the One-Ton Worlds.

Loube's program for the new boat is incredibly ambitious: the Yachting Pro-Am Regatta in Long Beach in April, the Stone Cup on the Bay in May, and then either Long Beach Race Week or the One Ton NA's in Detroit in June. After that, it's off to Hawaii for the Kenwood Cup in August, followed by a full-tilt turnaround to get to the One Ton Worlds on the Bay between September 3-15. Finally, if she's still in one piece, *Bravura* will race in the Big Boat Series, which begins three days after the Worlds end. We're burned out just contemplating such a schedule!

"We're deadly serious about winning the One Ton Worlds," said Loube. With his extensive experience and organizational skills, we wouldn't bet against him.

Adams Cup Semi-Finals

San Francisco YC's Susie Madragali won the Northern California (USYRU Area G) Adams Cup semi-finals on the weekend of October 24-25. She and her crew — Anna Peachy, Stephanie Wondolleck, and Jan Dorland — beat seven other all-women crews in the six race series to earn a berth at the U.S. Women's Sailing Championship in the drug capital of the world, Miami, Florida, on January 13-18.

The Encinal YC-hosted regatta was sailed in J/24s, using four woman crews and, per USYRU regulations, no genoas. The Js proved underpowered in Saturday's two light, flukey races in Ballena Bay. On Sunday, the race committee moved the start north of the Bay Bridge and got off four races in perfect 10 knot breezes. All six races were so short that it was difficult to recover from any mistakes. Madragali — who's put in a lot of time on her borrowed J/24 *Sowickcited* — scored a near-perfect series (1-1-2-1-1-2) in the one-throwout event.

Linda Corrado Roy, who's run the regatta for the last four years, claims this was the best fleet she's seen yet. Rhonda Fleming, who crewed for runner-up Liz Baylis, concurred: "Ordinarily, I'm not that interested in single-sex racing, but this was really fun! It was a whole lot more competitive than the WRA league."

Next summer, after three years in J/24s, the regatta will be held in Olson 25s. In the meantime, Madragali is busy trying to raise the funds to get to Florida in two months. The racing there will be a round-robin J/24 showdown between the best women in each of the ten USYRU areas of the country. It would be a shame if our area wasn't represented. Send those donations — preferably in small unmarked bills — to Susie, care of the San Francisco YC.

1) Susie Madragali, SFYC, 6.25 points; 2) Liz Baylis, RYC, 8.5; 3) Marsha Peck Mahone, CYC, 18; 4) Marcia Schnapps, SFYC, 18; 5) Shirley Temming, EYC, 22.75; 6) Linda Corrado Roy, CYC, 28; 7) Stephanie Hock, SYC, 33; 8) Gail Vial, BYC, 36.

Red Rock Regatta

Forty-five boats were on hand for Tiburon YC's annual Red Rock Regatta on October 24, but for the second year in a row someone forgot to put the wind on the guest list. Only two boats managed to limp around the course before the time limit expired — Joe Starritt's Wylie 34 *Leading Edge* won, followed by Jerry Tostenson's oddly named J/30, *Preparation J*.

"This year the only thrills we had were afterwards!" said TYC's Caroline Fitz-Gerald. Tiburon YC is an organization that

SHIRLEY TEMMING

Adams Cup starting line. SYC's Stephanie Hock (21842) in trouble on port tack.

knows how to party, and the combination of free mai-tais and Halloween costumes gave everyone a license to get a little crazier than usual that evening. 205 dinners and a couple million drinks were served, and the happy crowd danced well into the evening.

Stuck with few finishers and a whole bunch of trophies — which naturally are chunks of red rock from the island that gives the race its destination and name — the race committee did the only sensible thing. They awarded the extra trophies to the most outrageously-costumed participants. Stan Behrens and the crew of his festively decorated *Moonshadow* did a horizon job on the fleet in the costume category; they seemed suspiciously comfortable in their role as Viking barbarians.

This was the 7th running of this popular North Bay regatta/party. Originally, it was restricted to Tiburon Yacht Club members only, but as of last year, it was opened to the rest of the world. And take it from us — wind or no wind, the Red Rock Regatta is a guaranteed good time.

More On *Mesmerize*

In our coverage of the Yankee Cup last month we jokingly threw in a sentence that read: "There is no truth to the rumor that the 'trophy' for winning is a 12-second-per-mile ding to your PHRF rating." We recently learned that our meager attempt at humor may not have been so far off the target.

In an unfortunate turn of events, it was discovered after-the-fact that the winner of the Yankee Cup, Todd Lee's *Mesmerize*, had in fact been racing then, and all summer, under an incorrect rating. We're still not sure how this could have happened, and choose to think it was just a simple mistake involving a few transposed numbers. We're also really glad it's not up to us to decide what to do about it.

Suffice it to say that the measurement brouhaha has got a bunch of people really steamed, especially the owner and crew of *Gratia*, a Catalina 38 that raced in the same HDA class as *Mesmerize*. We received the following letter from a *Gratia* crewmember:

Latitude:

If it looks like a duck, walks like a duck and acts like a duck — beware, it may be a turkey!

Is it a C&C 35? Is it a C&C Custom? Or is it in fact actually a C&C 35 Mark III? That was the perplexing question faced by HDA-H division sailors this year when trying to describe division and Yankee Cup winner *Mesmerize*. She's been listed under all three C&C descriptions in the past.

The PHRF committee rated her based on the numbers that the owner, Todd Lee, submitted. These numbers stated *Mesmerize* was a C&C 35 with an "I" of 43.00' and "P" of 40'6". The actual measurements are 46.00' and around 2' more on "P".

Her assigned rating was 120 while other Mark III's were rated at 117 in October of 1987, and 114 as of January 1987. Of course under the "custom" label, the boat may have underwater modifications to make her slower and raise the rating.

On November 12, 1987 a combined PHRF/Protest Committee was convened to address these discrepancies. The rating protest was filed by an HDA-H competitor. What was found was this: 1) *Mesmerize* is actually a C&C 35 Mark III; 2) Her measurement certificate was erroneous as submitted by owner; 3) The PHRF Committee said the rating was inaccurate based on error(s) in certificate; and, 4) the protest filed was "too late" for the owner/yacht to be penalized.

A least the HDA-H sailors can now refer to *Mesmerize* as a C&C 35 Mark III. Next, we have to decide what to call her owner and others responsible for such a travesty. We're presently accepting suggestions. The "Fat Lady" hasn't sung on this one yet.

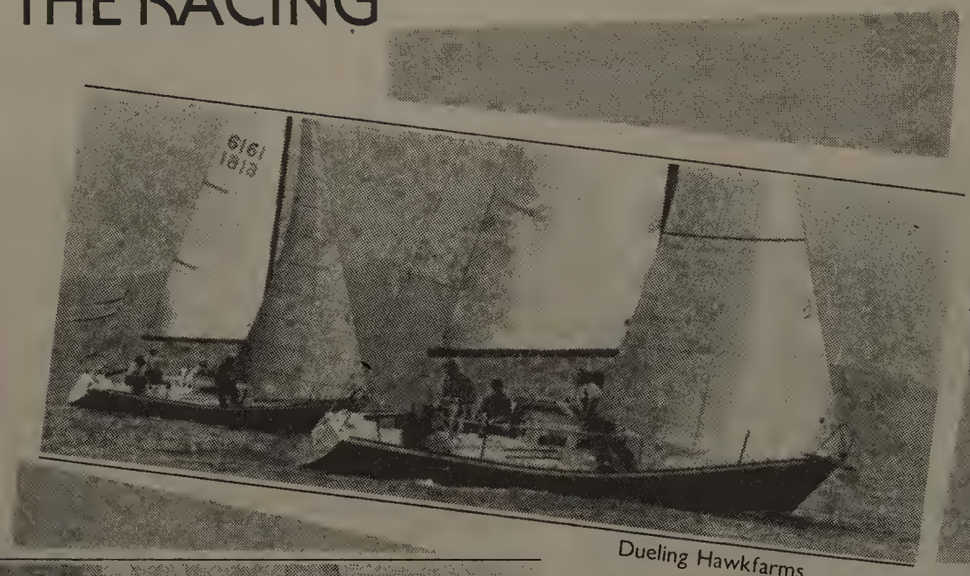
— bill schwager

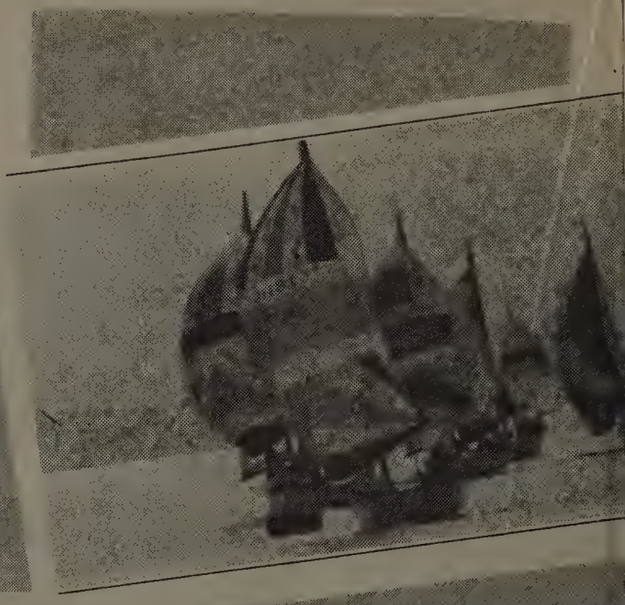
Is This the Ultimate?

"The Ultimate Yacht Race", which purports to be a million dollar winner-take-all deal in custom 30-footers and J/24's, is gaining momentum. According to spokesman Bruce Epke, who crewed for Blackaller on the *USA* and most recently sailed in the Admiral's Cup on *Insatiable*, the first event — scheduled for May 6-15 in Corpus Christi, Texas — has already attracted 13 entries at $20,000 a pop. Unfortunately, he says he isn't at liberty to tell us who they are, except that John Kolius is one of them.

Being suspicious by nature, we wondered what the deal was — is this thing more sizzle

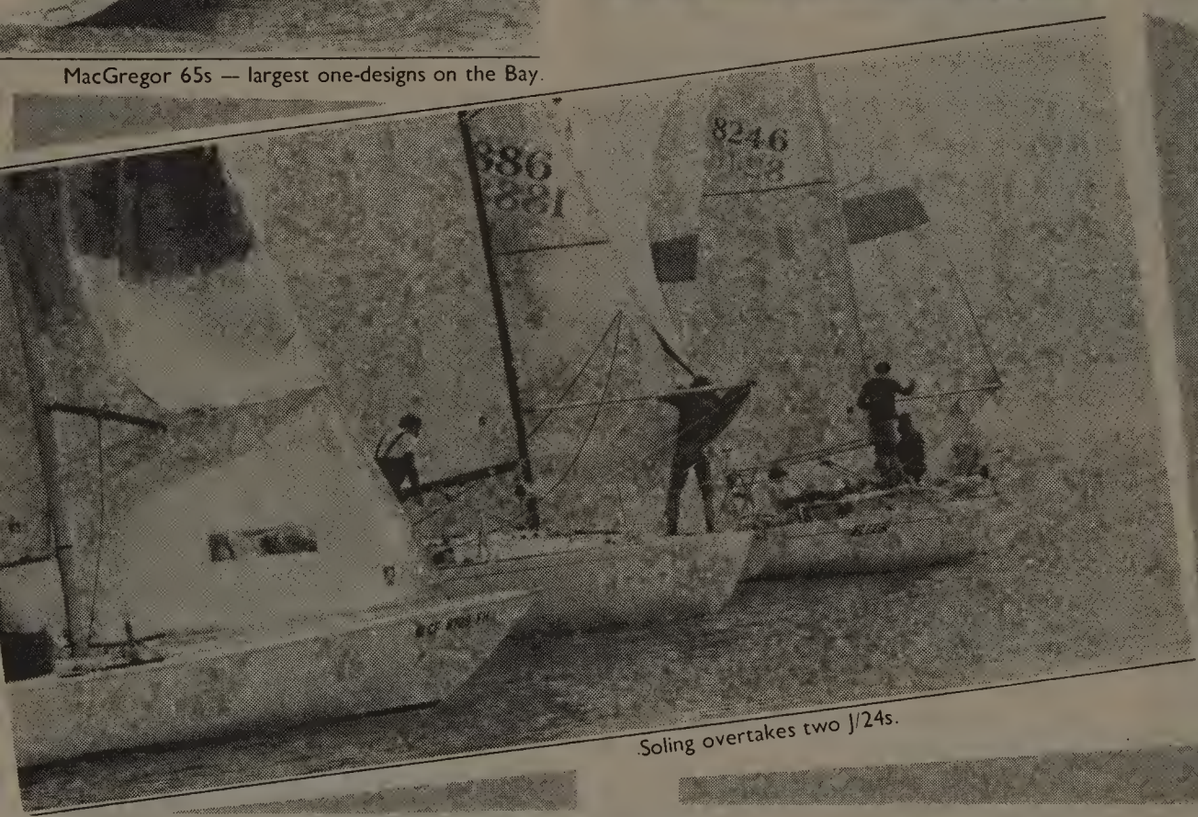
THE RACING





Dueling Hawkfarms.

MacGregor 65s — largest one-designs on the Bay.



Soling overtakes two J/24s.

than steak? Is there *really* a million buck payoff? Epke says 65 parties — it's limited to 50 — have expressed interest, but as far as we can tell the only project actually coming together is a turbo 30 being built on spec by Connecticut's Hi-Tech Yachts. As for the cool million — well, that's contigent on getting 50 boats to enter or some bigtime, and as yet unsigned, sponsorship.

But if any of the half dozen or so proposed regattas on the infant pro sailing circuit make it, it could be this one. They're the only one endorsed by the two most powerful sailing entities in the country, USYRU and television commentator Gary Jobson.

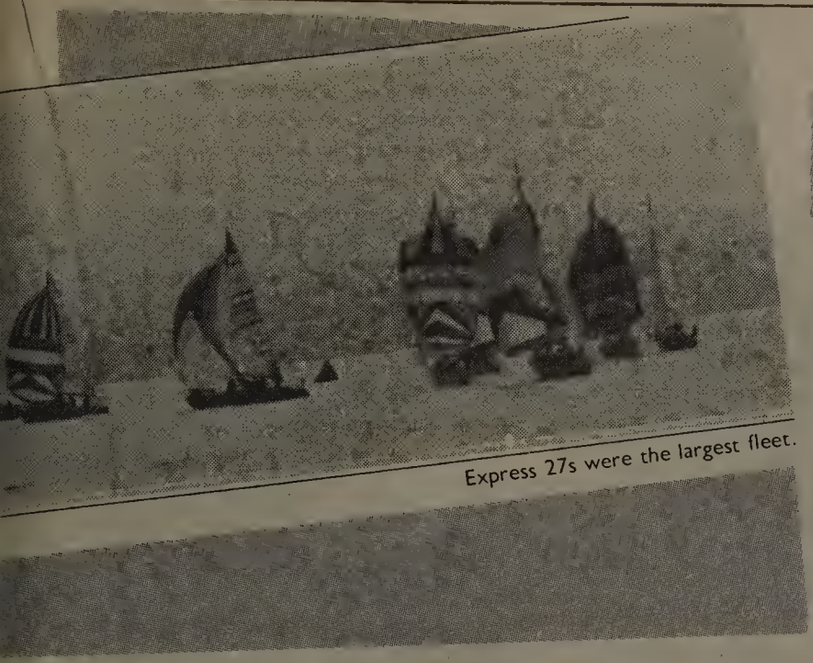
But is America really ready for professional sailing? The signals are mixed. Another pro sailing promoter apparently just called it quits — ProSail, the group that wanted to put together a circuit in 12 Meter-like boats, has folded. On the other hand, the recent "Masters of the Bay" regatta on the Chesapeake was a success, drawing 22 boats which happily split a $65,000 purse.

We'll be taking a closer look at the professional sailing circuit in the next few months.

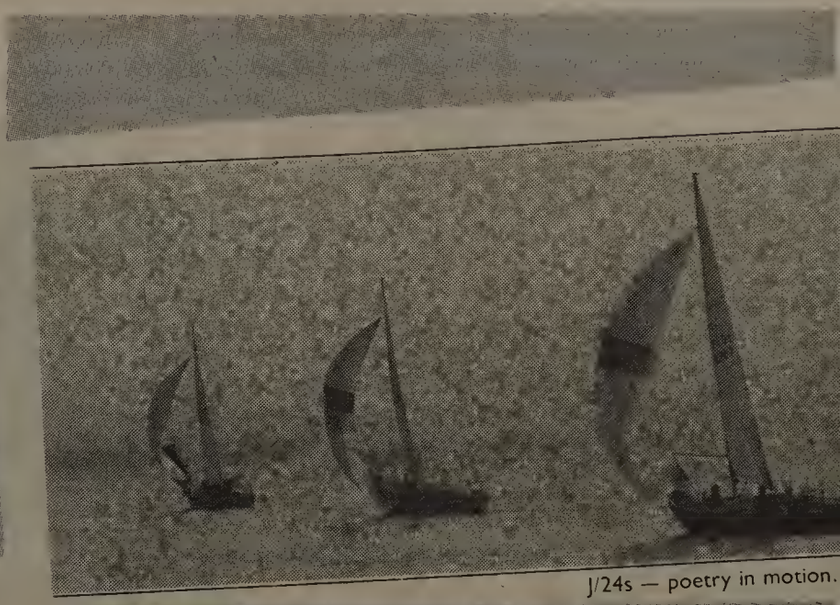
Great Pumpkin Regatta

We were assured by regatta chairman John Dukat that Richmond YC's third annual Great Pumpkin One Design Regatta on the weekend of October 31 and November 1 wouldn't be "just another race". A glance at the regatta invitation was enough to convince us.

Who else but Richmond YC — a yacht club who's unofficial motto is "let's get serious about having fun" — could get away with a race notice (self-described as "pompous, bombastic propaganda") claiming,

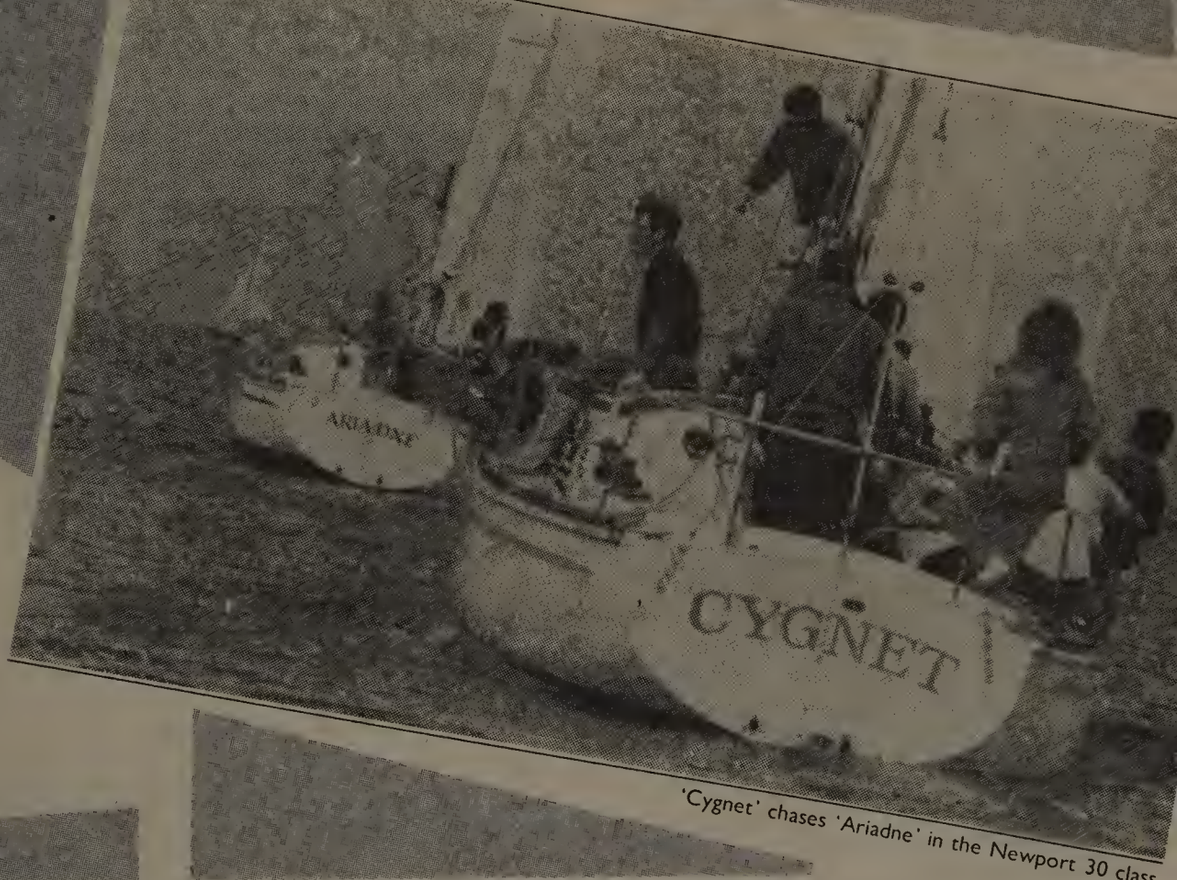


Express 27s were the largest fleet.



J/24s — poetry in motion.

'Chimera' ghosts downwind in light air.



'Cygnet' chases 'Ariadne' in the Newport 30 class.

among other things, that the weekend would consist of "two somewhat conventional races Saturday; one Great Pumpkin Pursuit Race and Trivia Quiz Sunday (protests in this race will involve public humiliation)". Other samples of this literary masterpiece include: "live band — these dudes are costing us a bundle" and "classic Jonathan Livingston 'designer' T-shirts in Miami Vice pastels so you can wear it the other 365 days without looking like a nerd".

It was a fun, fairly relaxed weekend for 93 boats in 11 classes. Dukat claimed "It's lower key than the Big Daddy. It's an end-of-the-season regatta, coming after a long summer of racing and for many classes, national championships. People are burned out and looking for some fun."

Two "real" races — short, light air deals — were held on Saturday. Five boats double-bulleted their divisions in the flukey going: *Aahs* (MacGregor 65), *Re-Quest* (Express 37), *Mercedes* (Hawkfarm), *Horseless Headman* (Etchell 22) and *Chicks Dig It* (J/24). Another notable performance was turned in by Ralf Morgan's *Tamen*, which got the best of the 18-boat Express 27 fleet.

Sunday's race was strictly for grins. Not only was it a reverse handicap start (a "pursuit" race) but you could leave the weather mark, Angel Island, to port or starboard. Furthermore, you could improve your position by scoring well on the Trivia Quiz (which may appear next month). You also had the option of damaging yourself by sailing around looking for pumpkins in the water. These were redeemable to prizes, which turned out to be the Sharon Green "Ultimate Sailing Calendar". Only

Dukat was upset with his choice of prizes: "I went everywhere, including Tower Records in Sacramento, looking unsuccessfuly for Tammy Bakker's forthcoming album."

55 boats stuck around for Sunday's windy Pursuit Race, while the rest of the fleet, the hardcore types, went over to compete in the first Golden Gate midwinter. *Leon Russell*, Russ Johnson and Leon Daniel's redhot Express 27, won the race, followed by two sisterships — Monroe Wingate's *Bessie Jay* and Gary Clifford's erstwhile champ *Light N' Up*. All three Expresses left the island to starboard; the "wrong way" winner was Rod Sievers' Express 37 *Flamingo*.

The Saturday night party, which conveniently coincided with Halloween, was a pretty raucous affair. The costumed crowd attacked a 300-pound roast pig and drank and boogeyed well into the evening, generally doing the things you do on what's probably the best holiday of all. For instance, the art of "pumpkin bowling" was conceived and then mastered by Steve Bates and others. The pins were literally old bowling trophies — spray painted orange no less — which were prizes for the weekend.

One of the costumes we liked best was a guy passing himself off as a white Rastafarian, complete with phony dreadlocks and the full "Jah mon" vocabulary. Apparently, the bogus Rastaman was weaving his way through Richmond on his way home and managed to get pulled over by a black cop. Jah mon, we're not sure how he explained his way out of that one.

MacGREGOR 65 — 1) **Aahs**, Jim & Jan Nichols, 1.5 points. (3 boats)

EXPRESS 37 — 1) **Re-Quest**, Glenn Isaacson, 1.5; 2) **Foghead**, James Brown, 5; 3) **Flamingo**, Rod Sievers, 9. (10 boats)

HAWKFARM — 1) **Mercedes**, Pat Vincent, 1.5; 2) **El Gavilan**, Jocelyn Nash, 5. (5 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman, 3.75; 2) **Roquefort**, Bob Marshall, 2.75. (7 boats)

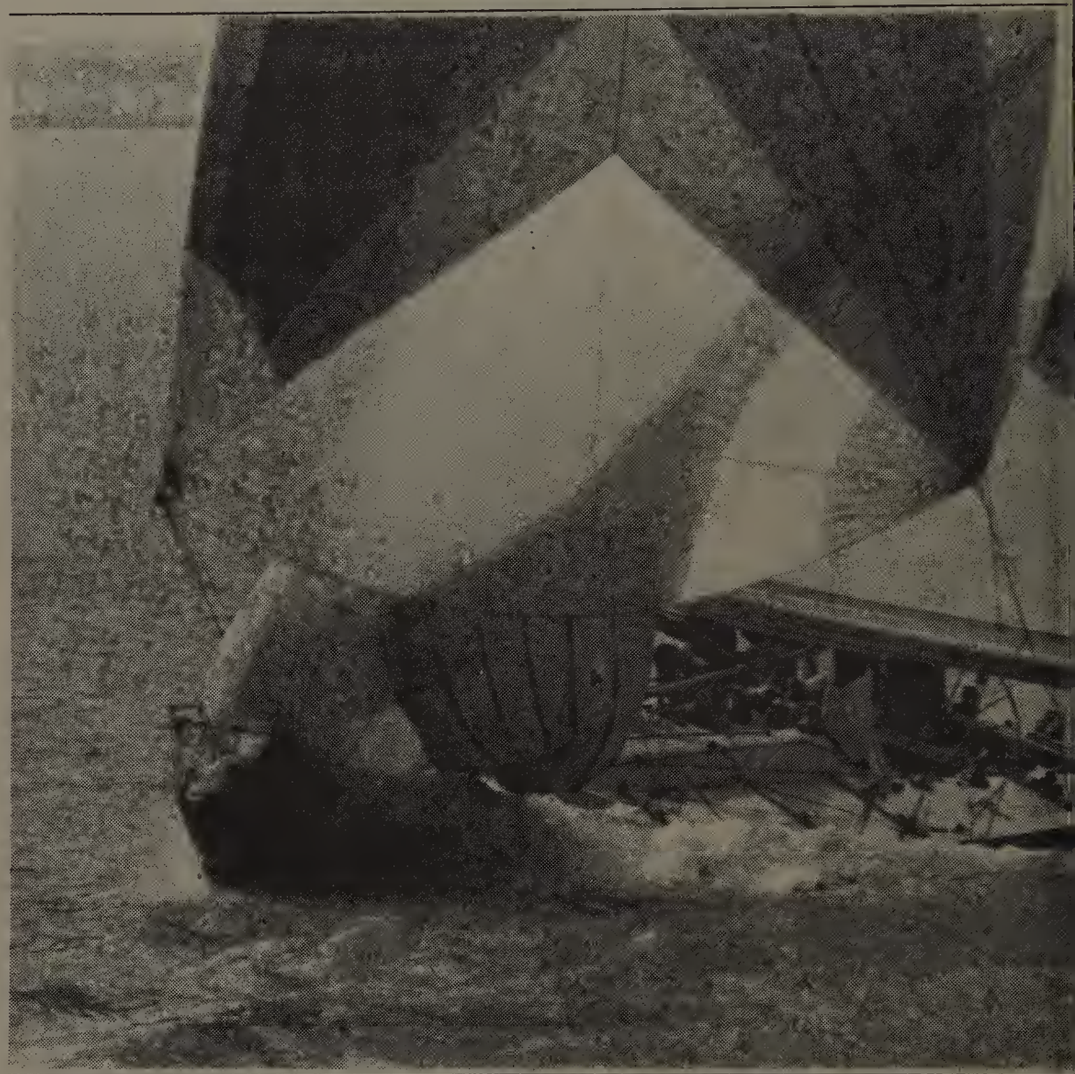
ETCHELLS — 1) **Horseless Headman**, Bill Barton, 1.5; 2) **Bogota**, John Ravizza, 7; 3) **"600"**, Hank Easom, 8. (10 boats)

EXPRESS 27 — 1) **Tamen**, Ralf Morgan, 6.75; 2) **Desperado**, Mike Bruzzone, 7; 3) **Leon Russell**, Johnson/Daniels, 7.75. (18 boats)

SOLING — 1) **"651"**, J. Michael Edwards; 2) **"645"**, Robert Baldins; 3) **"131"**, Jim Bitter. (7 boats)

J/24 — 1) **Chicks Dig It**, Kostecki/Young/Moeller, 1.5; 2) **Elixir**, Tom Dobroth, 5; 3) **Dejavu**, Chris Perkins, 6. (14) boats)

CAL 2-27 — 1) **Temptation**, Rollye Wiskerson, 2.75; 2) **Zephyr**, Bruce Nesbit, 3.75. (7 boats)



'Sidewinder' on a power reach in the Big Boat Series. Next stop, the Southern Cross.

U.S. Team in Southern Cross

Next stop on the bucks-up grand prix circuit is sunny Sydney, Australia, where the 11th bienniel AWA Southern Cross Cup will kick off on December 16. The series — spawned more or less in the image of the Admiral's Cup back in 1967 — revolves around the classic 800-mile Sydney-Hobart Race, a brutal thrash that can make the Fastnet Race and the Hate-The-State Race look like tea-parties in comparison.

For only the second time in Southern Cross history, the United States has fielded a team — and a pretty good one at that. Team captain Randy Short has shipped his Admiral's Cup veteran, the R/P 45 *Sidewinder*, down under. John Bertrand will steer, and the crew includes designer Jim Pugh and the Bay Area's Tom Ducharme. *Sidewinder* will arrive about the same time as Scotty Murray sails Jack James' Frers 54 *Jubilation* into Sydney. Paul Cayard will drive "The Mailtruck"; the crew will include navigator Peter Bowker, Duncan Kelso, the 12 Meter crewman known as Odd Job, and others.

Short tells us that the third boat on the team will be the Dubois 43 *Drake's Prayer*, a 1985 Australian Admiral's Cupper. She'll be under charter to Jaren Leet, former owner of the Peterson 41 *Irrational*, and his buddies from Hong Kong. Leet, an American who currently lives in Hong Kong, was originally intending to race only in the Sydney-Hobart, but was recruited by Short to round out the team. The only previous U.S. effort was in 1973, when Dave Allen took *Improbable* down for the series. They did just fine, but, as *Improbable* crewmember Steve Taft recalls, the team as a whole stunk up the course.

The Southern Cross race format is the standard offshore fare, featuring three 24-mile triangles outside Sydney Harbor, a 180-mile medium distance race, and the 800 miler to Hobart. Races are weighted like the Admiral's Cup and the Kenwood Cup, i.e., the medium distance race counts twice as much as a buoy race, while the Sydney-

LATITUDE/RICHARD

Hobart counts three times as much as a buoy race.

Four or five Australian teams are currently entered, as are teams from New Zealand, Hong Kong, and Papua New Guinea. For the first time in years, England won't be sending a team: apparently, the water ballast scam in the Admiral's Cup — which, as it turns out, wasn't limited to the Austrian one tonner *I Punkt* — caused their sponsor to yank the funds.

The competitors can expect a lot of wind and big seas. "It's like sailing in the Gulf of the Farallones in the spring, but at least it's sunny and warm," remembers Taft. The race to Hobart, however, can be nothing short of brutal, especially when the wind and seas pile in from the chilly Southern Ocean. It's not uncommon for half the fleet to pull out of what's usually a macho 40-hour beat, followed by a reach and a lighter air run up the river to Hobart. It can blow 45 on the nose for days, however, and lives and boats have been lost. Not surprising, the savageness of the race is more or less directly proportional to the vengeance with which the racers obliterate themselves in Hobart's bars on New Year's Eve.

After the Southern Cross Cup, *Sidewinder* and *Jubilation* will do the "Australian circuit": March's Sydney to Mooloolabah Race (a 600 mile downwind ride) and April's Hamilton Island Regatta, a mini-Kenwood Cup clone near the Great Barrier Reef. We'll be following the exploits of both boats down under, and wish them good luck

The Full Nelson

Last month, we ran a picture and quick story about San Diego's Anne Gardner Nelson. Anne had just run another successful USYRU clinic — this one in J/29's on San Francisco Bay — for women who race offshore boats.

It seemed only fair to check in with her husband, Bruce Nelson, and give him equal time. After all, he's arguably the most successful yacht designer in the world these days. He's certainly one of the busiest — Nelson/Marek, his 10-year-old firm, is up to design #80 these days. In the last few years, the only other designer who's been even

NOVEMBER MIDWINTERS RESULTS

Sausalito YC Midwinters

The weekend of November 21 and 22 was rumored to be a stunning one for sailing, even if the wind was on the light side. We wouldn't know for sure, as we were stuck here at *Latitude*'s world headquarters putting this issue together.

We missed racing in the first of three SYC Midwinter weekends. Maybe we'll make the next one on January 23 and 24.

The results:

Saturday, November 21.

DIV. A — 1) **Pearl**, Olson 25, Bill Riley; 2) **Pinstripe**, J/29, Michael Rogers; 3) **Potsticker**, J/29, Ron Losch.

DIV. B — 1) **Grand Slam**, Cal 29, Fred Minning; 2) **Spaetlese**, Catalina 27, Hans Fallant; 3) **Espirit**, C&C 29, Tim Russell.

DIV. C — 1) **Tonapah**, C&C 37, Oz West; 2) **Sparkle Plenty**, Ariel, unknown; 3) **Inshallah**, Santana 22, Shirley Bates.

Sunday, November 22.

DIV. I — 1) **Kitty Hawk**, Sonoma 30, Rhonda Fleming; 2) **Wet Spot**, Moore 24, Mike O'Callahan; 3) **Locomotion**, Express 27, Amen *et al.*

DIV. II — 1) **Espirit**, C&C 29, Tim Russell; 2) **Impulse**, Cal 29, Floyd Rector; 3) **Contra La Bamba**, J/24, Terry Flannery.

DIV. III — 1) **Inshallah**, Santana 22, Shirley Bates; 2) **Desperado**, Irwin sloop, John Broderick; 3) **Sparkle Plenty**, Ariel, unknown.

WRA Race

The fourth of five races in the Women's Racing Association fall series was held on the Berkeley Circle on November 15. The winds were a little shifty — a 5-knot northerly giving way to a 10-knot westerly — but it was altogether a beautiful day to be out on the water. The series leader, WRA president Sue Gombasy, sailed her J/24 *Cracked Crab* to victory over a small fleet in the Encinal YC-hosted event.

The results:

1) **Cracked Crab**, J/24, Sue Gombasy; 2) **Ragin' Cajun**, Merit 25, Gail Vial; 3) **Menehune**, Islander Bahama, Sandy Harris.

Golden Gate YC Midwinters

IOR I — 1) **Skedaddle**, R/P 1-ton, Lee Otterson/Ray Pingree; 2) **Bondi Tram**, Frers 41, Peter Stocker; 3) **Jazz**, Beneteau 1-ton, Rod Park. (9 boats)

IOR II — 1) **Leading Lady**, Peterson 40, Bob Klein; 2) **Annalise**, Wylie 34 mod., Paul Altman; 3) **Petard**, Farr 36, Keith Buck. (5 boats)

EXPRESS 37 — 1) **Pazzo Express**, Bill Ormond; 2) **Ringmaster**, Leigh Brite; 3) **Sleeper**, Tom Gettman. (8 boats)

PHRF I — 1) **Tres Equis**, Beneteau First Class 10, Rick Lowrey; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 3) **Yucca**, 8 Meter, Hank Easom. (18 boats)

PHRF II — 1) **Fast Company**, Farr 10/20, Harold Dow; 2) **Power Play**, J/29, Peter Cunningham; 3) **Rum Tum Tugger**, Catalina 38, Robert Campbell. (8 boats)

PHRF III — 1) **Another Girl**, Etchells 22, Len Delmas; 2) **Summer Palace**, Express 27, Bren Meyer; 3) **Sonata**, Lapworth 39, Weaver/Lockwood. (14 boats)

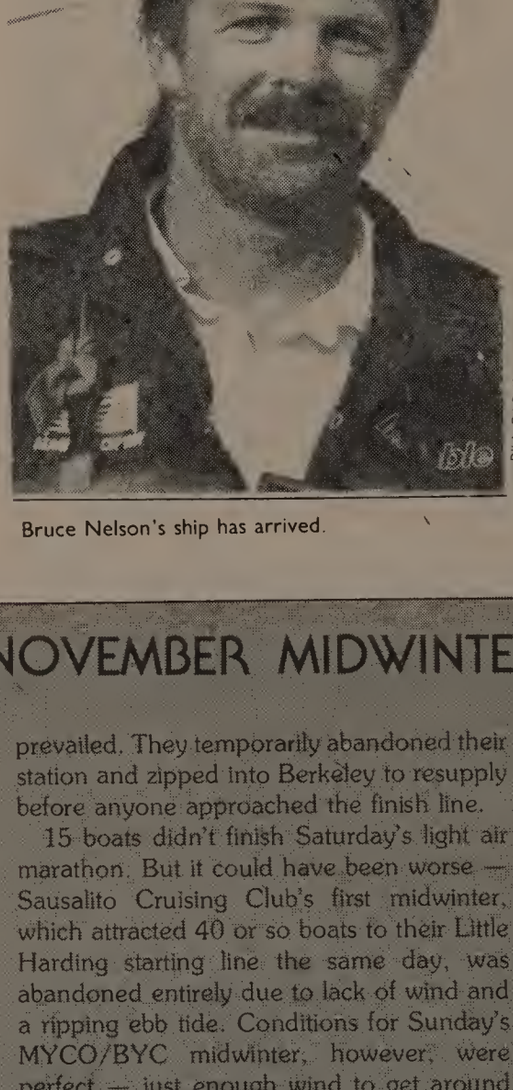
PHRF IV — 1) **Chorus**, Kettenburg 38, Peter English; 2) **Wanderlust**, Ericson 35, Bruce Munro; 3) **Fast Freddie**, Olson 25, Wyatt Matthews. (10 boats)

PHRF V — 1) **Wahope II**, Newport 30, Walt Wilson; 2) **Impulse**, Cal 2-29, Floyd Rector; 3) **Esprit**, C&C 29, Timothy Russell. (16 boats)

remotely as prolific is Bruce Farr.

"Things weren't always this busy," remembers Bruce. After picking up All-American collegiate sailing honors and a naval architecture degree from the University of Michigan in 1975, Nelson headed west to seek his fame and fortune. He ended up working for a ship design company for a few years, during which time he designed his first boat, the 1977 quarter tonner *Blivit*. He won the 1978 Quarter Ton NA's with that boat — "it's still one of my favorites" — and shortly afterward hung out his yacht design shingle in San Diego.

In the best tradition of start-up companies, Bruce almost starved to death in the beginning. *Renegade*, a 37-footer, and *Rush*, a 36-foot "old style" one ton, were the first "glamour" boats to come off the drawing board. *Rush* won the Chicago-Mac Race and the One Ton NA's in 1980, events which insured the fledgling design team national exposure. Next came the 39-foot *Stars and Stripes*, which won its SORC class and went to the 1981 Admiral's Cup. Suddenly, the phone was ringing off the hook.



BILL PARKS

Bruce Nelson's ship has arrived.

Thirteen production N/M 41s were next, well-known boats like *Thunderbird* and *Brooke Ann*. A gaggle of famous boats followed: *Crazy Horse*, *Sleeper* and *High Roler* are a few that come to mind. He's drawn successful MORC boats (*Cowboy*, *Babe Ruthless*), One Tons (*Regardless*, *Cooter*), ULDB sleds (*Saga*, *Swiftsure*, *Pyewacket*), 12 meters (*Stars and Stripes*, with Britt Chance and Dave Pedrick), and custom grand prix contenders (*Infinity*, *Insatiable*).

Nelson bought out his original partner, Bruce Marek, about half a year ago. Currently, the 34-year-old naval architect has four employees: Betty Eichenlaub Sherman, Rob Walker, Greg Stewart, and 12 meter sailor Scott Vogel. They've got six boats under construction: four are ULDB sleds patterned more or less after *Pyewacket*. Dennis Choate is building two of them, one for the Japanese man who owns the N/M 56 *Marishiten* and the other for Hal Ward, owner of the Big Mac *Cheval*.

Jim Betts is building *Maverick*, an aluminum sled for Les Crouch of N/M 43

NOVEMBER MIDWINTERS RESULTS — CONT'D

PHRF VI — 1) **Mytoy**, Ranger 26, David Adams; 2) **Balzaphire**, Islander 28, George Horsfall; 3) **Jambalaya**, Ranger 26, John Rivlin. (18 boats)

PHRF VII — 1) **Calaban**, Cal 29, David Green; 2) **Wild Onion**, Islander 36, Alan Schumann; 3) **Zephyr**, Cal 2-27, Bruce Nesbit. (8 boats)

TARTAN 10 — 1) **Non Sequitor**, Rudy Binnewies; 2) **Waverunner**, Krawiec/Campbell; 3) **QE3**, Dick Bates. (6 boats)

IOD — 1) **Accounts Payable**, Mark Pearce; 2) **Bolero**, George Degnan; 3) **Whitecap**, Tom Allen. (5 boats)

KNARR — 1) **Kestrel II**, Hans Williams; 2) **Peer Gynt**, Jim Skaar; 3) **St. Bertram II**, Gunnar Anderson. (11 boats)

SANTANA 22 — 1) **Esea Rider**, Joseph Schmidt; 2) **Shazam!**, Bud Sandkulla. (3 boats)

MYCO/BYC Midwinters

The first Berkeley YC/Metropolitan YC midwinter races were held in light winds on the weekend of November 6 and 7. Saturday's race, an 8.8 mile jaunt around the Berkeley Circle, took so long — about four hours for most boats — that the race committee actually ran out of *cervezas*. It was a tense scene, but fortunately cool heads prevailed. They temporarily abandoned their station and zipped into Berkeley to resupply before anyone approached the finish line.

15 boats didn't finish Saturday's light air marathon. But it could have been worse — Sausalito Cruising Club's first midwinter, which attracted 40 or so boats to their Little Harding starting line the same day, was abandoned entirely due to lack of wind and a ripping ebb tide. Conditions for Sunday's MYCO/BYC midwinter, however, were perfect — just enough wind to get around the same 8.8 mile course in a hurry, but not so much that you needed to put on foul weather gear.

Saturday, 11/7/87

DIVISION A — 1) **Potsticker**, J/29; 2) **Hot Licks**, Hobie 33; 3) **Blazer**, J/29. (16 boats)

DIVISION B — 1) **Legacy**, Gemini Twin; 2) **No Name**, SC 27; 3) **Wavetrain**, Olson 911S. (10 boats)

DIVISION C — 1) **Thumper**, Wylie Wabbit; 2) **Anna Banana**, Moore 24; 3) **Honey's Money**, Olson 25. (12 boats)

DIVISION D — 1) **Summertime Dream**, Schumacher ¼-ton; 2) **Shareholder**, Holder 20; **Kamala II**, Ranger 29. (13 boats)

DIVISION E — 1) **Jubilee**, Ariel; 2) **Cinnabar**, Cal 25; 3) **Adlib**, Kiwi 24. (13 boats)

CAL 2-27 — 1) **Pax**, David Paxton. (6 boats)

CATALINA 30 — 1) **Mona Too**, David Halaby; 2) **Revision**, David Jacoby; 3) **Fat Cat**, Seth Bailey. (6 boats)

EXPRESS 27 — 1) **Trimmer**, Skip Shapiro; 2) **Yeofy**, Eliel Redstone; 3) **Leon Russell**, Johnson/Daniels. (20 boats)

ISLANDER 36 — 1) **Grumpy Dog**, Cyndy Hessenbruch; 2) **Tom Cat**, Alan Sebastiani; 3) **Fast Forward**, Brucker/Hooker/Schuchardt. (10 boats)

J/24 — 1) **Elixir**, Scott Killips; 2) **Wee-Pee**, John Kostecki; 3) **Bohica**, LaHorge/Otterson. (27 boats)

MERIT 25 — 1) **Chesapeake**, James Fair; 2) **Xanadu**, Bill Glass. (4 boats)

NEWPORT 30 — 1) **Cygnet**, Nick Abitsch; 2) **Mintaka**, Gerry Brown; 3) **Ariadne**, Jeffrey Kroeber. (13 boats)

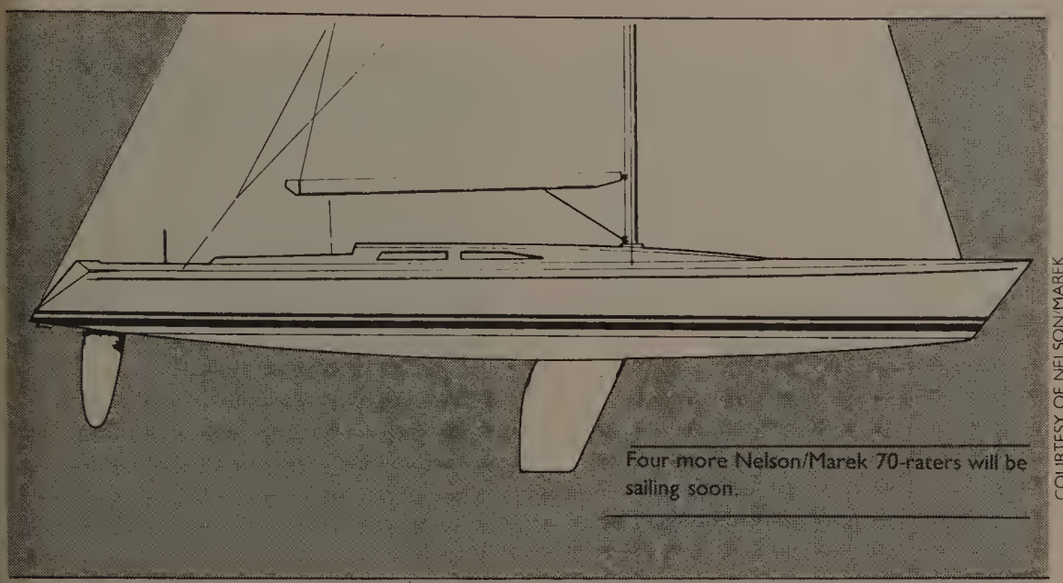
OLSON 30 — 1) **Saint Anne**, Richard Heckman; 2) **Think Fast!**, Albert Holt; 3) **Little O**, Latitude 38. (9 boats)

SANTANA 22 — 1) **Gust Buster**, John Orfali; 2) **Hot Ruddered Bum**, Eric Fieberling. (9 boats)

SANTANA 35 — 1) **Ragtime**, Hal & Nancy Caplener; 2) **Dream Machine**, John Aitken; 3) **Riff Raff**, Jack Air. (10 boats)

Sunday — 11/8/87

DIVISION 1 — 1) **Risque Buziness**, Soverel 33; 2)



Four more Nelson/Marek 70-raters will be sailing soon.

COURTESY OF NELSON/MAREK

Eclipse fame. The fourth sled is an IMS-oriented yacht being built by Kiwi Boats in Florida. Also in the works are a one tonner for an '88 Canada Cup challenge and a 40 rater for another Japanese sailor. Another current project that Nelson is particularly interested in is an Irish maxi for the Whitbread Race. Nelson/Marek is acting as the "design consultant" to designer Ron Holland on that undertaking.

The most recently completed Nelson boat is the 45-foot *Cadenza*, an *Insatiable* sistership for Betty's father, San Diego boatbuilder Carl Eichenlaub. If the IOR and grand prix circuit is shrinking, you couldn't prove it by hanging around Nelson's busy office. "We've had a few really good years," allowed Nelson modestly.

Atlantic Rally for Cruisers

Over 200 cruising boats recently started the second annual Atlantic Rally for Cruisers (ARC), a low-key TransAtlantic affair sponsored by the British magazine *Yachting World*. Vessels under 35 feet started on November 25; larger yachts started three days later. Even the slowest boats should finish the course — Canary Islands to Barbados — in time for Christmas.

Last year's inaugural ARC race attracted 204 entries, almost all of which were heavy, relatively slow cruising boats. The participants ranged from retired grandparents to toddlers, and the emphasis of the event was not so much to create another TranAtlantic race as it was to sail across the ocean safely in the company of other boats. This year, the name of the event was changed from a "race" to a "rally". The race organizers hope that the change will shift the emphasis away from the competitive aspect of the crossing and focus instead on what they call a "rallying of kindred spirits united by a love of the sea and sailing".

Based on participation alone, it sounds like an idea whose time has come. Entries this year range in size from 24 to 90 feet and are divided into eight different classes. Twenty-some countries are represented, including a large (31) contingent from the States. Only a few — the big multihulls — will have a shot at last year's elapsed time record of 14 days. The rest will fight it out for handicap honors under the mysterious ARC handicap system, but no one seems particulary worked up about how they finish. Like *Latitude*'s new "Some Like It Hot" rally to Cabo, it's the smiles, not the miles, that count.

Sparky, Mull 30; 3) **Think Fast**, Olson 30. (12 boats)

DIVISION 2 — 1) **Frog In French**, Express 27; 2) **Lipstick**, Express 27; 3) **Friday**, Express 27. (14 boats)

DIVISION 3 — 1) **Legacy**, Wylie 31; 2) **Madhatter**, Wylie Wabbit; 3) **Mr. McGregor**, Wylie Wabbit. (9 boats)

DIVISION 4 — 1) **Zot!!**, Choate 27; 2) **Loose**, Custom 24; 3) **Pearl**, Olson 25. (18 boats)

DIVISION 5 — 1) **Magic Jammies**, Wavelength 24; 2) **High Frequency**, Wavelength 24; 3) **Phantom**, J/24. (9 boats)

DIVISION 6 — 1) **Achates**, Newport 30; 2) **Seahawk**, Scampi 30; 3) **Hurrah**, Yankee 30. (4 boats)

DIVISION 7 — 1) **Grand Slam**, Cal 29; 2) **Sundance**, Cal 29; 3) **Candace Ann**, Islander 30. (5 boats)

DIVISION 8 — 1) **Con Carino**, Cal 2-27; 2) **Huffin**, Cal 2-27; 3) **Freyja**, Catalina 27. (22 boats)

DIVISION 9 — 1) **Naressia**, Coronado 25; 2) **Whimsical**, Cal 25; 3) **Adlib**, Kiwi 24. (13 boats)

SANTANA 22 (w/spinnaker) — 1) **Limestone Cowboy**, Karen Leach; 2) **US99**, Barksdale/Samuels; 3) **Roxanne**, Hay/Bruno/Brosnan. (7 boats)

INT'L. FOLKBOAT — 1) **Svea**, Terry Manchester; 2) **Poem**, Julio Magri; 3) **Xanadu**, Tom Federico. (5 boats)

Race Notes

We are saddened to report the untimely death of **Jody Newberry**, a Tiburon architect, Ranger 23 sailor, and a personal friend of ours. He owned half of the Ranger 23 *Impossible*, a boat whose name has appeared regularly in *The Racing Sheet* for the last half dozen years.

A well-known Southern California sailor also recently passed away. **John Wintersteen** apparently died of a heart attack while doing what he loved most: sailing his Santa Cruz 70 *Hotel California*. He was a man with great enthusiasm for the game of sailing, and he'd been eagerly anticipating the Cabo Race.

Last month we interviewed **Art Ball** for winning his HDA division with his CS 30 *Blackhawk*. He claimed he was interested in buying a hotter boat in the mid-30 foot range. Apparently, he's a man of action: a few weeks ago, he sold *Blackhawk* to one of his crew and purchased a new Express 34. Ball's eager to test his skills against the three 34's already on the Bay, including Bartz Schneider's IMS division winner, *Expeditious*.

The **Midget Ocean Racing Association** — ocean racing for boats under 31 feet — has announced some changes to their '88 schedule. "It was time for a fresh approach," said Sally Hess. The season will be cut back to 8 races (from 10), with 4 in both the spring and the fall series. In the past you had to buy a "season pass" to race in MORA, which was fairly pricey if you were only in it for a few races. Now you'll be able to enter individual races.

Also, the Midgets are beefing up the party end of their program a bit more. There's a BBQ planned at Berkeley YC after the opening Lightship Race, which for MORA will end in Berkeley this year. Then, on the three-day Memorial Day Weekend, the Corlett Race has been changed to a race to Half Moon Bay via the Farallones the first day, followed on Sunday by a layday, and then the race home Monday.

Sounds like a mini-Windjammers Race to us. The layday should be a blast — another BBQ, volleyball on the beach, and more — and if you haven't been to HMB since it's been buffed up, here's a good excuse to check it out.

CHANGES IN

With reports this month on the new **Mexican Consulate;** **Counterpoint** *in Moorea; a case of the bends on* **Elias Mann** *in Baja;* **Abrazo** *in Baja;* **Pearly Gate** *in the Canaries;* **Broad Reacher** *in San Simeon Bay;* **Tortue** *in Mulege; plus* **Cruise Notes** *from all over.*

New Mexican Consulate
In Oxnard
Craig & Katie Willis on Delia
(Santa Barbara)

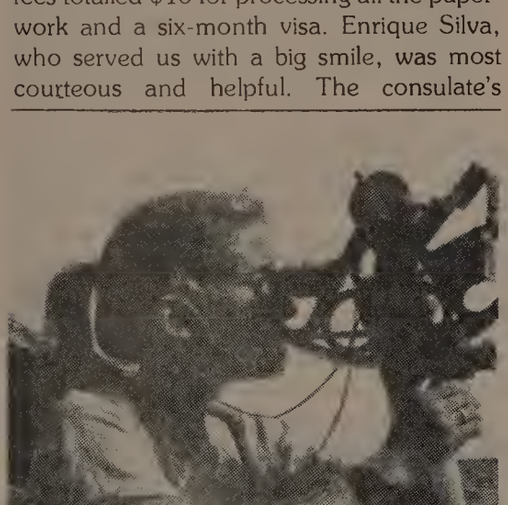
The influx of vessels heading south has been tremendous this year! Kathie and I are in Santa Barbara preparing to depart. While we're getting ready, she's been working at Coast Chandlery part-time, doing all she can to be helpful to the transients.

A bit of news we'd like to pass along is that there is now another Mexican consulate at which you can take care of all the necessary paperwork. It's located in Oxnard at 210 East 4th Street, Room 209. The number is (805) 483-4684.

We had our paperwork done there last week. It took just 15 to 20 minutes in all, the fees totalled $16 for processing all the paperwork and a six-month visa. Enrique Silva, who served us with a big smile, was most courteous and helpful. The consulate's hours are 8:00-1:00 on weekdays.

The Oxnard facility provides a nice alternative for those such as us not wishing to do the San Diego shuffle. From Oxnard we could head straight across the border.

— craig and katie 11/5/87



TIM STAPLETON

I think I see Mag Bay!

Counterpoint — Cal 35
John & Mary Vetromile
Moorea, Cook's Bay
(Sausalito)

My husband hates *Latitude*. We had to wait a week for our mail to come to Papeete, where we received our July, August and September issues. I sat in the main salon reading one after another.

"What's for dinner?" my husband finally said.

"I just want to finish reading this article," I replied.

After a while it got dark.

"Are you going to feed me tonight? he inquired.

"As soon as I finish this page," I answered.

He poured a beer and we ate some cheese while I read what Lynn Orloff-Jones had to say. The next thing I heard was a frustrated voice from between the sheets announcing that it was almost midnight!

Lynn's advice reminds me of the minimal shakedown we took behind Angel Island to play with our new anchor and windlass. We got there, picked the spot, released the anchor — and nothing happened!

John figured we had neglected to grease it, so the following day he lubed it and tried to drop the anchor in our slip. Still nothing happened. I was awfully glad we weren't 3,000 miles from home — as we are now.

When in Tahiti, we suggest taking *Le Truc* to the Museum of Tahiti. The tiki's are not more than six miles into the jungle, where they are nicely displayed with labels in English. For those who have flown to Tahiti or bypassed the Marquesas and thus missed the no-see-um experience, you can savor a reasonable imitation by not wearing insect repellent to the museum.

We enjoyed ourselves at Rangiroa where we anchored off the Kira Ora Hotel and took a launch trip to the Blue Lagoon. The boat stopped in the middle of the lagoon over a reef for snorkeling, and the captain speared a few fish for lunch. We then proceeded to the Blue Lagoon where the captain put the boat right up against the reef to anchor, tying a line around a coral head.

The dog aboard then jumped into the waist-deep water and the captain said, "Follow the dog." I obeyed and found myself walking about 100 yards to a *motu* where the captain cooked the surgeon fish and grouper over a coconut fire.

We snorkeled some more, took pictures and shelled. When it came time to up the anchor and leave, there was a bit of a problem with the line being caught on the coral head. But this was one time it wasn't our problem. The gods of coral reefs, however, got even with us that evening when the wind changed and wrapped our chain around a coral so tight that the hawespipe cover on our windlass bent and pulled off. We had a snubber line, too!

Well, back to the present.

"What's for . . ." my husband started to say before changing it to "What do you want for lunch?"

LATITUDE/SARAH

The 'peso's most recent pounding has it trading as low as 3,000 to the dollar.

He's almost got my tuna salad on French ›read sandwich ready, and I'm almost inished with another article.

I love you, *Latitude*.

— mary vetromile 10/2/87

Mary — We love you, too.

Getting the Bends in Baja
Elias Mann — Wooden Schooner
Capt. John Pegeros
(Sea of Cortez)

Life's been tough on the crews of the :hooner *Elias Mann* during the last year or ›. We ran a long story in *Latitude* on how larc Hightower, formerly of Catalina's oyon Bay, nearly died after suffering an ppendicitis attack while serving on the lassic schooner.

And now Marc tells us that late this summer the owner/skipper of the *Elias Mann*, John Pegeros, nearly died after contracting a severe case of the bends.

Johnny — as he's known to his friends — got into trouble during a scuba dive charter. (His schooner is one of the few American boats legally licensed to charter in Mexico). The diving was done at Bajo, a seamount about 10 miles northeast of Espiritu Santo, one of the islands just north of La Paz. Bajo is widely believed to be the setting for Peter Benchley's *The Girl From the Sea of Cortez*, the book he wrote after *Jaws*.

The seamount rises up from the 200 foot depths of the Gulf to just 60 feet from the surface. In September and October it's a popular gathering place for hammerhead sharks. Johnny apparently had become enchanted with swimming among all the sharks.

In any event, Marc tells us that Johnny had made two — perhaps three — dives to about 100 feet without carefully stopping to decompress. Apparently, it wasn't the first time the tough sailor had displayed a cavalier attitude toward careful decompression. His friend Marc recalls him saying, "Don't worry about it", on earlier occasions.

Well, it seems Johnny should have worried about it this time. During lunch he doubled over in pain; soon he was in the throes of agony associated with decompression sickness or 'the bends'. This potentially fatal physiological condition occurs when nitrogen bubbles are released into body tissues and cut off the oxygen supply.

Johnny — and the boatload of charter guests — rushed back to La Paz where the suffering skipper was taken to the military hospital. Unfortunately, they didn't have the decompression chamber that would probably be necessary to save him from paralysis if not death.

There was no choice but to call an Air-Evac plane and rush him to a decompression chamber in San Diego. A two-engine propeller Air-Evac plane was dispatched to La Paz, where Johnny and his daughter were loaded aboard. Then came the sticky part. The Air-Evac pilot wouldn't take off until some kind of arrangements were made for the $9,000 fee. Some of Johnny's friends felt like taking the pilot for a short "fly or die" discussion, but finally satisfactory arrangements were made — although precious time had slipped by.

As it turned out, Johnny was in a San Diego decompression chamber just 12 hours after doubling over with the bends above the *Bajo* — pretty darn good time.

We're not experts, but we're told that there are three different kinds of the 'bends' and that Johnny had all three. In other words, it was a very serious situation. Nonetheless, the approximately 40-year-old Johnny astounded the physicians by being able to walk just three days later. When Marc last saw Johnny, he was back on the boat and getting around. Apparently, he's taking life a little easier, having still not regained total feeling below the waist.

We wish him well.

CHANGES IN

In another Mexican medical crisis on a boat, 52-year-old Terrell Smith of Long Beach suffered a heart attack aboard *Qualifier 105*, a San Diego-based fishing boat. They were off the Revilla Gigedo Islands southwest of Cabo when the pains in Smith's arms and chest began. The Coast Guard directed *Qualifier 105* to Isla Socorro's Mexican naval base. Smith was taken ashore, given a shot of morphine, and then flown to San Diego's Lingbergh Field. He arrived on Halloween evening, of all times. It was a relatively mild heart attack, and Smith seems to be recovering nicely.

Smith's physician, Dr. Sidney Smith of San Diego, said it was critical that the victim recognized the symptoms of a heart attack. One thousand people a day drop dead from heart attacks, many of them not recognizing the symptoms until it's too late. As important as technology is in saving heart attack victims, Dr. Smith says that recognizing the symptoms and knowing how to respond to them until help arrives is even more critical. In other words, take that CPR class!

Dr. Smith explained that the pain of a heart attack is not a needling, pricking pain, but a crushing deadweight pain as though an elephant were standing on your chest. Terrell Smith, the victim, told reporters that it felt like a vacuum cleaner was sucking at his heart.

— latitude 38 11/11/87

Abrazo — Hunter 34
Wallace & Sandra Farrell
North To La Paz In Winter
(Newport Beach)

After a grand dock party complete with champagne and *mariachis* in Newport, we headed for Cabo San Lucas, making one stop at Turtle Bay. Having arrived just in time for the White Elephant Christmas party for all the yachties at Love Beach, we then disgorged two reluctant crew members for their return to the States.

Thus it was left for Sandra and I to sail to La Paz, where we had acquired a slip at Marina de La Paz. We figured the trip to be a lark, lasting two or three days at the most. Novice cruisers, we didn't provision for much more than that. Why should we, right?

Our first intended anchorage in the 135 or so mile trip to La Paz was to be the cove at Los Frailes, which is tucked behind a bold, white, rocky bluff that resembles a huge scoop of vanilla ice cream. Bahia Frailes provides superb shelter from north winds and it's also a prime departure point for heading over to mainland Mexico.

But rarely had our planning and execution been so out of step. Our first day at sea took us only to San Jose del Cabo, a mere 14 miles along the coast from Cabo San Lucas. San Jose del Cabo has an eight-mile arched bay of steep-to, white sand beaches. It's also the site of an old mission, a lovely town, and the airport that serves the entire cape region. But it was still just 14 miles from Cabo San Lucas, and still protected from the wind and seas that come down the Gulf of California.

It's once you pass Punta Gorda that you experience the effects of the northly winds and seas. Late December, it was still sun-tan weather, mind you, but conditions were decidely lumpy. After giving it a try for four hours, we returned to the calm anchorage at San Jose del Cabo.

We tried going north again the following day, but with the same result.

We were told that the fierce winter winds would dissipate in three days and that calm conditions would then prevail for a day or so before the northers perked up once again. We waited for three days, but nothing changed. We were getting frustrated. San Jose del Cabo was pretty, but we were supposed to be moving north. So even though the winds hadn't calmed down, we set out the next day.

The seas were dead on the nose and built throughout the day to about eight feet. Not *that* high, but they were steep enough to satisfy a collegiate hurdler. Just before entering Frailes Bay, the seas were so short and steep that *Abrazo* was doing a pantomine of a teeter-totter. But when you teeter-totter, your speed over the bottom isn't all that good. Although our little Yanmar was set on kill, the knotmeter announced that our boat speed was a mere .89 knots.

But once inside the long, scythe-shaped beach, it was tranquil. In the center of the beach is a small fishing village of lean-to's with the omnipresent *pangas*. With nothing better to do while the wind continued to blow, Sandra and I played 'Uno', a card game belonging to my children. We played it an uncountable number of times. During this period the anchorage began to sprout masts,

as more and more cruisers arrived looking for refuge. We would note their presence, check the wind, and go down below for more 'Uno'.

Rather suddenly we realized it was New Year's Eve. Since our boredom had reached critical mass, we raised the Westsail 32, *Intuition* on the VHF. We learned that Zoe and Frank, who had sailed from Oceanside in November, were aboard. Since both of us were beginning to run low on provisions, we struck a bargain. If they would host the party, we would bring a bottle of champagne and a casserole. The proposal was accepted and the party lasted well into the new year.

The wind continued to blow the following day, so we went ashore to see what the collection of dinghies was all about. It was just a cruisers gab session, but soon some happy soul suggest a cook-out. Once again we wouldn't be getting anywhere, but we did have a good time. One of the group caught a

TIM STAPLETON

Looking to cruise to an exotic island? The Galapagos have nothing on this strange oil island off the coast of Long Beach.

52-inch dorado which was filleted. Divers from another boat had picked up oysters that were a full seven inches across the shell; the golf-ball sized meat was deep fried in tempura butter. It was a peculiar bill of fare: brown rice, baked beans, macaroni, oysters, dorado steaks, beer, tequila and fudge brownies. Peculiar but good.

Since it continued to blow for another four days, we got to know our little fleet pretty well. It consisted of six sailboats and one trawler. Because *September*, the trawler, had spare diesel, a TV, VCR, windsurfers, a motorized surfboard, a ham radio, washer, dryer, freezer, watermaker and beer, she became the mother ship. The crew of Bruce, Gail, Grandma Kingman, Ken the Kiwi, Bowser the German shepard, and Fluff the cat were very generous.

By mid-morning of our fourth day at Los Frailes, we noted we heard a deep pulsing noise coming from the direction of the beach. Getting up from yet another game of 'Uno', we saw that there were breaking waves on the beach. Previously the north wind had blown the swells flat, but now the wind was from the south. Knowing a good thing when we saw it, we upped the anchor and headed out past Cabo Pulmo, Pulmo Reef and toward Bahia de Los Muertos.

For the first time on our journey north, we had a robust sail that lasted several hours. We arrived at Los Muertos after dark, but *September* guided us into the bay and beyond a hostile reef with her radar. Once settled in, we picked up a radio station from Oklahoma that was broadcasting old radio shows such as *The Life of Riley*. As we relaxed in the cockpit, I noted that at 2015 on that January evening it was 76°.

The pleasant conditions we enjoyed on the way to Los Muertos constituted not a basic change in the conditions but a brief respite. For the next morning the winds were again blasting from the north. Off the point, we could see a dark blue wall as the seas were stacking up. Indeed, the conditions were worse than they'd been before.

Having run out of provisions, the crew on *Windsong*, a heavy displacement ketch, decided to brave the weather. They were rewarded with a broken headstay, and were only able to save the mast by quickly running the halyards to the bow. We shared our remaining provisions with them.

Ashore we encountered a small enclave of Americans, in motorhomes and the like, situated on a high bank above the bay. We introduced ourselves and enjoyed their company during the course of several more windy afternoons. We even hitched a ride to the village of Los Planes to build up our meager provisions and to repay our hosts for all the beer we'd drank.

After six more days of unending winds, it was agreed amongst the fleet that we should press on through the Cerralvo Channel to La Paz. We sailed at midnight, and within an hour or two had rounded Punta Arena de La Ventana at the mouth of the channel. Although our Hunter 34 performed without a flaw, it was uncomfortable sailing in our relatively light boat.

By dawn, Cerralvo was behind us, the seas were declining and Punta Coyote swept into view. As we skirted the point toward the channel to La Paz, the winds and seas came on our starboard beam. We then experienced a rousing morning sail through the San Lorenzo Channel between Baja and Isla Espiritu Santo.

Our anticipated two-day voyage had taken 14 days. And while we'd had a lot of fun along the way, the trip taught these two rookies a couple of lessons about provisioning and predicting dates of arrival.

— wallace b. farrell 11/3/87

Wallace — Yours is hardly a unique story, which is why we always recommend folks head to Z-town, not La Paz, after Christmas.

Pearly Gate — Norbelle 37
Will and Kathy Kain
Arguineguin, Gran Canary Island
(San Francisco)

CHANGES IN

TIM STAPLETON

Swinging in the Cabo sun at last!

We are writing to you from the small fishing village of Arguineguin, Gran Canary Island. Unlike most people "out there", our decision to go cruising was impulsive. Will was having a good year with Cruising World Yachts in Alameda and I was enjoying my job in downtown San Francisco. So at the time cruising seemed a long way off. Sure, Will talked with a lot of "salt of the earth" sailors who strolled into Cruising World, but never for a minute thought it was something we would be doing only months later. But as quoted from the August 1987 *Latitude*, "shit happens".

For example, one day enroute to work Will was sideswiped on the Bay Bridge by an 18-wheeler and pushed backwards across four lanes of commuter traffic. Although Will came through physically intact, the incident began a major reevaluation of priorities. Ultimately, that 18-wheeler advanced Will's cruising plans by twenty years.

Phase One: The Con Job.

My total sailing experience included "Little Bears" on the lake, Sunfishing and a few afternoons on San Francisco Bay. When Will started bringing home "gifts" of foul weather gear, strobe lights, nautical almanacs and a sextant, I was a bit confused (just what every working woman needs, right?). Soon after, my brainwashing sessions on the couch began.

It took nearly a month of bribery and hard-selling to get me to see the plan had potential. To me the whole idea seemed wildly impulsive, but Will's main selling point was that presently we are not strapped by a large mortgage, children and associated responsibilities. We both knew that our future plans for a family would prevent us from cruising for many years. But, the most convincing factor for me was Will's considerable experience as a delivery skipper and offshore navigation instructor with the Navy. I felt this was extremely important because we had no business crossing oceans with what I knew.

To build my confidence, I was enrolled in "Will's Night School on the Bay" in our Columbia Sabre 5.5. We would blast around the Bay 'til 0200 and crawl to work that morning. Most nights, if I proved to be good crew, Will would make up for all the cold and wet and take us to Hunt's donuts.

Phase Two: 400 Miles a Day, no sweat.

Once we were committed, our momentum snowballed. Will assembled our first cruising guide by cutting articles out of his saved boating and travel magazines. After much debate, we decided to leave from Florida because we felt we could cover more territory in shorter legs. In the Atlantic we had the option of advancing to longer offshore passages when we felt more prepared. From our original cruising guide we put together a schedule we thought we could complete in one year. For those of you who are aware of the distances involved, you may find our original schedule humorous:

1987 — January/February: Find and outfit boat in Florida; March/April/May: Caribbean, East Coast, and Bermuda; June/July: Transit; England, Scotland and Ireland; August: Denmark, Holland, Belguim; September: France, Spain, Portugal; October: Med. (Mallorca, Sardinia, Italy, Greece, etc.); November/December: Return transit and Caribbean.

1988 — January: Panama; February/March: San Francisco.

When the time came to be realistic about our itinerary, we found speaking with experienced sailors, who had taken similar trips, such as Bill and Laurel Wilson of Belvedere, the most helpful. After seeking advice and reviewing the pilot charts, we developed a much edited version of our grand plan and established alternate plans in case the big one wasn't in the cards.

Phase Three: Packing Up and Moving Out

As our self-imposed deadline of Christmas 1986 approached (only three months after the cruising idea was conceived!), things *really* got crazy. We sold our new car, our Columbia Sabre, sublet the apartment, loaded our pickup with our remaining possessions, went to an outrageous party at Cruising World, and began our landcruise to Florida.

The drive gave us plenty of time to review what we wanted in a boat. We both agreed our first priority should be seaworthiness, but we were also looking for a good performance boat of manageable size. We decided because of our limited time away that a well-maintained boat was a more sensible option than a fixer-upper.

While living out of the back of our Toyota pickup truck, we searched Florida from head to toe. We found a Finnish-built Norbelle 37, *Pearly Gate*. The Norbelle was originally

designed by Sigurd Herbern for the 1981 Doublehanded TransAtlantic race. Since then the other eight Norbelles built have cruised all over the world.

We spent February with Will's parents in Sanibel, Florida while preparing *Pearly Gate* for cruising. While in Sanibel, we planned our menus for an entire year and went on a midnight shopping bonanza. We cleared out entire shelves of canned goods and got strange looks as we herded our six carts to the checkout line. When we later saw the price of canned goods overseas, we were glad we took the time to stock up before sailing.

Phase Four: Getting Our Feet Wet

Our first leg in the Gulf of Mexico, with its relentless short and very steep waves, baptized us in a discouraging fashion. The weather in the Keys and Bahamas — with the northers rolling through at unheard of frequencies — had to be the nastiest on record for March. This uncharacteristic weather gave us a chance to test *Pearly* and ourselves early. In both the Exumas and Turks and Caicos, we found lots of cruisers that had been stranded for months waiting for the perfect wind to head to the Virgin Islands. By keeping tuned to the offshore forecast from Portsmouth, we were able to ride the cold fronts all the way to Puerto Rico. Though it was a wet and sometimes wild way to travel, the northers gave relief from the prevailing headwinds that the "stranded" cruisers would eventually have to deal with.

We sailed from Boqueron, P.R. (which we highly recommend for an unspoiled taste of Puerto Rico), along the southern coast to the Virgin Islands. During our month in the Virgins we caught lobster, conch, squid and a very good suntan, all of which made up for the wet trip down.

Feeling confident in craft and crew, we headed north to Bermuda — a pleasant passage because we avoided the Gulfstream. St. George's is the kind of harbor that most sailors dream of pulling into — it was a perfect ending to our first extended passage. After a month in Bermuda, we set sail for Faial, Azores with Will's dad aboard. I was glad to have him with us since I had been apprehensive about the 1,900-mile trip across the North Atlantic. Horta, Faial is a storybook European town with a safe harbor and welcoming people.

TIM STAPLETON

For many cruisers, the light at the end of the tunnel at Santa Cruz Island was symbolic of the fact they've finally started cruising.

If ever in Horta, you will undoubtedly find your way to Peter's Sport Cafe, home of 30-cent beers, a telephone and the best exchange rates in town. Horta is full of good, cheap restaurants, but if you want to find something really different look for the "green door".

We spent one-and-a-half months touring the seven-island archipelago and so far it's the highlight of our trip.

Next stop, mainland Portugal. After touring Lisbon and the Algarve, we headed into the Med and hoped to get as far as Mallorca. Enroute we found the coast of Spain exceptionally long and a bit repetitive. The condos in one town looked exactly like the condos in the next town. While in Motril we broke up the monotony when we took a bus to Granada to see the impressive Alhambra.

On our way to Mallorca, we found the weather to be unpredictable and at times dangerous. One night we left the north coast of Ibiza for Palma, Mallorca, after a nasty three-day blow. Though there was a hell of a swell, there was almost no wind — the weather appeared that it had finally settled. Only a few hours out we got smacked by particularly viscious squalls.

Between squalls I was at the wheel while Will was below trying to get the engine started. Our fuel filters were completely clogged from contaminated diesel. He had the companionway ladder removed when the big one hit. In a matter of seconds, the wind went from five to forty knots. Will was trying to keep his tools from rolling into the bilge and was yelling at me to keep the boat upright by falling off. Even before the advice came from below, I had pegged the knotmeter with only the blade jib flying.

This squall eventually packed 60-knot gusts, and we ran with this one back to the port of Ibiza — 30 miles south of where we had started 18 hours earlier. After a brief recovery in the crazy town of Ibiza, we set off for Mallorca once again. Much to my pleasure and Will's disgust, there was no wind and we had to motor the whole way.

Despite the weather, we found the Balearics to be the nicest cruising spot in Spain. We made our way back to Gibraltar by way of Melilla in Morrocco. By hindsight, we would not recommend the Med for the time-conscious cruiser unless they had a year

from Gibraltar to Gibraltar. Some that have done it would argue that even six years is skimping. Gibraltar has been really cleaned up in the last few years and we found it a good change of pace. We were pleased to give our foreign language hand signals a rest and speak English.

Phase Five: Homeward-Bound

We heard there was great fishing in the straits of Gibraltar. While trolling off Tarifa, we hooked a big one. Our catch turned out to be a hotshot windsurfer who wiped out when his sail got snagged on our lure. Embarrassed but not hurt, the windsurfer turned tail and headed to shore.

We tried for several days to reach the Portugese island of Madeira, but the pilot chart and weatherman lied again, so we had to head south to the Canaries. We're planning to explore the Canaries for a month while waiting for the winter trades to carry us back to the Caribbean.

We've learned a lot of lessons on this cruise:

- Meeting friends on a schedule never works — get there, then make your connections.
- Keep track of local time changes — it makes catching the bus much easier.
- Always lock your boat — we know of many "visitors" on our boat who were discouraged by the lock.
- If in doubt, drink bottled water; it saves wear and tear on the head.
- You don't need to wait for retirement to go cruising.

— *will and kathy kain 10/29/87*

Sherri and Jerry of 'Spirit' from Sausalito, in Catalina, soon headed to Mexico.

Broadreacher — Freedom 28
Al MacDiarmid
Headed South
(San Jose)

I'm anchored alone in San Simeon Bay and a light rain is falling. While my engineless boat and I wait for the wind to pick up from a favorable direction, I listen to station KBAI belt out the "tunes to remember". I can't complain about the rain; my boat is getting a free washdown and my rainscoop mounted aft of the wheel is collecting water and funneling it into the tank.

I can also feel good that I've completed my boat project for the day. That consisted of installing a hook and eyes to the door of the head; this allows me to lock the door from the inside and also prop it open to air out the head. One doesn't want to do more than one boat project a day; if you do other cruisers would consider you to still be in the fast lane.

Yes, I'm writing a letter, but I consider that a pleasure and not a project.

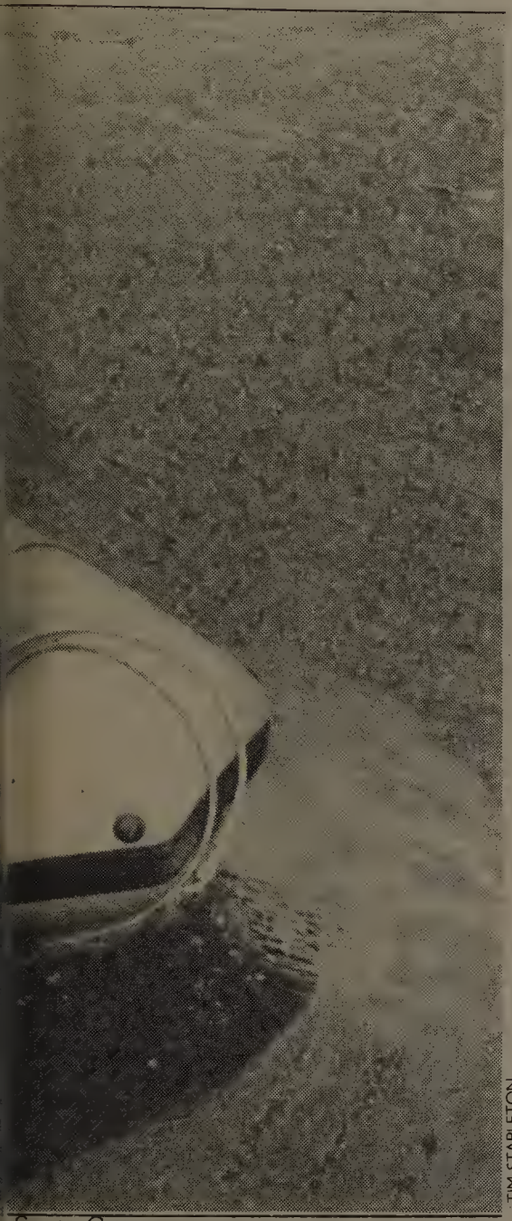
Going back in time, I've been here for a few days. A low pressure cell off the coast caused the winds to be uncooperative — but who cares, I'm retired. I figure I've got the rest of my life to get to the next unimportant place.

Several other boats have come through already, most of them Canadian. They all left under power. Yes, there are advantages to motorboats with masts, especially if one is still in the fast lane.

The sail down here from Pheiffer Point was very slow. Thirty-two hours to cover 53 miles must have been *Broadreacher's* personal worst. Prior to that the anchorage at Pheiffer had been as rolly as I've ever seen it. I finally put the mizzen up and strapped it down tight to keep stuff from pitching out on the settee.

I've seen quite a few birds. What are they doing out in this unpleasant stuff? A couple of the smaller brown birds came aboard and hopped all over the boat. They ate all the stowaway spiders that had accumulated from the summer in the Delta. Some of the birds sat on my shoulders and head, keeping me company. A few even flew below and rummaged through my trash can.

The two earlier legs had been from Santa Cruz to Stillwater Cove (friends Bill and Nancy on *Patrice* had to tow me in during the wee hours), and from Pillar Point to



TIM STAPLETON

Santa Cruz.

Normally I sail from Pillar Point to Ano Nuevo and then on to Santa Cruz. This trip I left Pillar Point in the wee hours of the morning because a favorable wind had come up. As I left the Harbormaster was in the midst of an interesting drill; rescuing a powerboat with a broken starter, no charts, no depthsounder, no navigation equipment and no brains! He was about 15 miles from where he thought he was; only about a 600 percent error.

I sailed right past Ano Nuevo because I was doing seven and eight knots. I averaged 7.2 knots for the last half hour — good for a 28-foot boat.

Previous to all this, I had attended *Latitude*'s cruising kick-off party in Sausalito. I trolled for crew but had the same luck that I have had trolling for fish. *Nada*. I at least I didn't lose my lure at the party. Since my boat has 16,000 miles over the bottom, more than half of them singlehanded, finding crew wasn't *that* critical.

Back to the present at San Simeon. The temperature is 68 degrees. God, I'm tired of being cold. On to Cabo! On to Zihautanejo!

Updates: While waiting for better weather in Port San Luis, I met a mate from *Mr. Clean II*, an oil clean-up ship. He invited me over to watch the last game of the World Series, take a shower, do my laundry and have dinner. Fantastic hospitality! The mate, Brian, has a junk-rigged Nor'Sea 27 with an unstayed mast in Morro Bay. He expects to catch up in Mexico next year.

Port San Luis has more boats than ever, with the mooring area going almost all the way to the inboard end of the pier. They also have new bathrooms and showers. Water and fuel are available, but only block ice.

Second update: After a slow sail from Port San Luis, I anchored in the lee of Point Sal. A military helicopter came out and yelled at me over the megaphone, instructing me not to go any farther south. I was anchoring, so I didn't see how it would be a problem. A couple of hours later a Minuteman II missile roared off the pad at Vandenberg Air Force Base. I had a ringside seat.

The next morning I sailed to Cojo, just around the corner from Point Conception. It was some of the best sailing I've had so far. After that it was a bit slow, taking me all day to make 13 miles before anchoring one last time before Santa Barbara. Arriving at the California riviera on Halloween, I find myself slightly behind schedule. But what the hell — I'm having fun and I'm retired.

— al mac diarmid 11/5/87

Tortue — S&S 44
Ed and Suzan Woznicki
Mulege, B.C.S.
(Sunset Beach, CA)

Thanks to Bonnie and Steve on *Windrose* for bringing the Chubasco experience to *Latitude* readers (October '87, *We Won't Forget Our First Chubasco!*). We also thank them for mentioning *Tortue*'s experience during the storm. However, after several people have asked us "What the hell were you doing running with your main up in 80 knots of wind?" we offer the following clarification:

We were actually sailing north toward Bahia Concepcion when the winds came from the north. Before the storm, winds were very light, four to six knots. As usually happens, a lot of things need to be screwed up to contribute to a near disaster. In our case, a few weeks earlier the transmission heat exchanger leaked fluid into the raw water system, slowly deteriorating the pump's rubber impeller. By this time the impeller was gone and the engine nonoperable. We were on our way to Santispac to pick up an impeller sent from Downwind Marine. (Our spare didn't fit.)

We normally stay at least three miles offshore, but due to our slow progress and the prominent points of land, our three-mile margin was diminished. When we saw the dark clouds, we rolled up the jib, put up a heavy staysail and began to reef the main. While reefing, the winds hit! We were incredibly surprised to read 70 knots on the anemometer. The black clouds actually descended to the water! With halyard tension slacked during reefing the main, two seams near the top of the mainsail split from the violent flogging. My first thought was to drop the main and run. Suzan quickly pointed out that we were only a mile off a lee shore. We had no choice but to close reach in 70 knots.

Over the course of the next one and a quarter hours, 14 seams had shredded. At one point the staysail halyard snap shackle opened. Even with the staysail slack, we were still making progress. So the lower, undamaged portion of the reefed main was still working. I used a spinnaker halyard to rehoist the staysail.

On my way back to the cockpit, I noticed that our Avon 310 Rover inflatable was levitating three feet above the water — streaming out on its towing harness. I'm glad we'd removed the outboard prior to leaving Los Puercos.

Out knotmeter showed 2.5 knots while the wind blew 70 knots. And for one five-minute period, when the wind dropped to 45 knots, our speed increased to 6.5 knots — says something about aerodynamics.

Tortue is a 44-ft Sparkman and Stephens custom designed aluminum IOR boat, circa 1973. She was built for the then-President of

Merriman, and sports Merriman's most rugged standing rigging. Half-inch shrouds and huge turnbuckles support her 63-ft mast. I'm not sure if a lesser-rigged boat could have survived sailing into those winds and seas. Suzan and I don't take much credit for not ending up on the rocks. *Tortue* seemed intent on self-preservation, which helped us not to panic. We sure *love* our boat!

We finally got to where we could take down what was left of the mainsail and make the run down Bahia Concepcion. So what happens? The wind dies completely. And I mean completely! So now with no wind and no engine, the current was taking us toward a shoal. We put the 8 hp Suzuki on the now non-levitating Avon, tied the dink alongside *Tortue*, and made 4.5 knots into the anchorage at Santispac. It was a much easier save.

Thanks for Gordon and Anne on *Osprey* and Bill and Susan on *Springbok*, we had enough materials to repair our main. We are now cruising the Sea of Cortez and preparing for our departure to the South Pacific in March 1988. That includes Mr. Fooey, our grey and white fluffy second mate.

— ed, suzan & mr. fooey 11/2/87

First Cabo Report
Capella — N/A
Laine & Janet McDaniel
(Carmel)

A report from Cabo San Lucas.

We departed San Diego on Sunday, November 1 and arrived here on Saturday, November 7, going directly to the Inner Harbor. We anchored near two other boats across from the Hacienda docks, stern tied to the rocks.

To our amazement, the moorings out in the Bay were essentially full of sportfishing boats. We counted no less than 48 sportfishing boats on moorings and not one sailboat.

Kathleen at Cabo Moorings says she is holding nearly all the balance for reservation for more sportfishing arrivals. And the price is double what it was in 1985 — $20 a day or $300 a month. They are booked through January.

On Tuesday, all the boats in the main harbor were chased out for dredging. The dredge arrived today and they are laying a 36-inch pipe.

It certainly looks like a different Cabo than the one we visited three years ago. The sportfishing fleet has taken over and prices are way up. We doubt if the cruising fleet will stay very long as they pass through.

— laine and janet 11/11/87

Laine & Janet — Cabo has become increasingly sportfishing oriented over the last five or so years. Early November is especially bad, we understand, because of the big marlin tournament.

As for the anchoring problem, we're told that one Cabo race entry who doesn't like the Inner Harbor was forced to anchor three miles — is that possible? — from the Inner Harbor.

All in all, Cabo still has that incredible natural beauty, so in our book it's still a terrific place to spend a week or two.

Expectation — Peterson 44
Nick and Betty Coates
Cruiser Updates
(Aspen, CO)

We just got back to Aspen after almost two months in France and our mailbox was full of information on cruising friends we thought we would pass along.

Of course, the best news of all was when we learned during our trip that Mike Starbuck had been released from his Panamanian prison in early October — exactly eight months to the day after he was arrested for possession of three marijuana cigarettes.

We had a long letter from Mike, written just after his release, saying that his Peterson 44, *Starbuck*, had been confiscated as well as his land. We've since had a 'ham' report that Mike has recovered his boat and is living on his land. I'm sure you'll hear more details from him, but it was a terrible experience and we're delighted that Mike is finally out.

Jean and Yvonne Goppert write that *Scorpio* is now in Puerto Rico, Grand Canary Island, preparing for their second crossing of the Atlantic. *Scorpio* left the West Coast several years ago, went through the Canal and on to Europe. They spent two summers exploring the French canals with their mast down, but are now back sailing.

They said there are over 200 boats massing at the Canaries for the Atlantic Rally Crossing from Las Palmas to the Barbados, many of them magnificent vessels making their first crossing. The Gopperts don't think there will be an empty, quiet cove in the entire Caribbean when this armada arrives.

Carlos and Megaly Caprioglio write that they left *Vivare* in Guatemala's Rio Dulce and are spending several months travelling to Argentina and Chile. They plan to be back in Guatemala by mid-January.

Betty Pearce, *Crazy Lady*, writes that she sailed from Panama to Papeete in 53 days, with two weeks in the Galapagos and three weeks in the Marquesas. She picked up another gal to crew for that part of the trip but has now continued alone to Moorea, Bora Bora, and is planning on spending the hurricane season in Tonga.

A South African couple, Volker and Jutta Werbeck, write that they sailed *Jambo* from Panama to the Galapagos and then the 4,000 miles to Hilo, Hawaii. From there they sailed to Sitka, Alaska — having spent 85 days at sea between January 1st and July 3rd. From Alaska they went down the West Coast and are now holed up in Seattle, the area where they plan to spend the winter.

Bill and Esther Mansfield left *Cantique II* in the Rio Dulce and flew back to L.A. They then went on a Hawaiian vacation the easy way, via the big bird, and are now headed back for Guatemala.

Jerry Meyer and Ann Carver have taken *Shangri-La* from Panama to the Florida Keys and have spent the fall working on the boat and putting in a new refrigeration system. So far they have made it through two hurricane scares.

Morro Bay sailors, Chuck and Doris Mace, have taken *Liberty* through the Canal and up the east coast of Central America to the U.S. They are presently "holed up for the hurricane season" at New Bern, North Carolina.

Jim and Suzanne Austin called from the L.A. area where they spent the summer. They are now back on *Whisper* and plan to explore the Sea of Cortez for another winter — I think this is their fourth.

Lynn and Deloris Bolkan have had *Endless Summer* in Puerto Escondido, Baja California, for so long they have to be attached to the bottom. They say they've done fabulous things in getting their boat in "bristol" shape and are planning to leave any day now to drive to Guatemala and do some

work on *Expectation*.

Aspenites-San Diegans, Billy and Ann Cast, *Sunrisa*, completed their sail to the Virgin Islands where they chartered for a season. They have now put *Sunrisa* in dry dock and have accepted positions as Captain and Cook on *Drumbeat II*, an Irwin 65.

Roger Swanson from Dunhill, Minnesota wrote that he sailed his Bowman 57 *Cloud Nine* from England to the Virgin Islands and in mid-voyage the engine completely filled with salt water. They managed to tear it down en route and get it working again and have now moved the boat to Puerto La Cruz, Venezuela, for the hurricane season.

Steve and Nancy Loye and daughter Alexandria, who was born in Mexico, completed their three-year cruise from Portland, Oregon to New Zealand, and back to Hawaii via Mexico and the South Pacific Islands. They sold *Moondog* in Hawaii, flew back to the States and are now living in Reno, Nevada. Their address is 1425 Vulgamore Place, Reno, Nevada 89509.

Our time in France discouraged us from ever wanting to take *Expectation* across the Atlantic. Marinas are crowded, there are very few places to 'anchor out', things are expensive and the season is relatively short — essentially May through October.

It's been five years since *Expectation* left San Diego and, although it's all been good, we would have to rate the west coast of Mexico and the Sea of Cortez right at the top along with the San Blas Islands and Panama.

nick and betty coates 11/17/87

Cruise Notes:

Do you buy the argument that says 'where there's smoke, there must be fire?' If you do, you can feel confident that there'll soon be a **Travel-lift at Puerto Escondido** in the Sea of Cortez. The 'smoke' in this case is the already built set of narrow fingers that Travel-lifts go out on to lift or launch a boat. While we're still awaiting confirmation, we presume the facility would be part of The Moorings charter operation, which hopes to soon have more than 50 boats operating out of that fine natural harbor.

Sailors with fixed keel trailerable boats would greatly welcome such an addition, as it would greatly facilitate launching just 18 driving hours south of the border — as opposed to the 23 hours and more difficult launching in La Paz. Puerto Escondido, remember, is in the heart of what we consider to be the finest late fall and late spring cruising in Mexico, the region between Mulege and La Paz.

And once the Travel-lift is operational, we wouldn't be surprised to see other folks with relatively small (under 40-ft) and light boats lifting them out and trucking them home to California. It would still be a scary drive on the narrow road to the border, but it would so much quicker and cheaper than sailing the minimum of 750 miles to weather from Cabo to San Diego.

We'll keep you posted on further developments.

However, if you're already in La Paz, maybe you can help us out. As King of Baja Ha-ha Race Week in '87, **Hector Escudero C.** — who runs the yacht service in La Paz harbor — was supposed to receive a set of foul weather gear from Patagonia. We'd assumed that the foul weather gear had already been delivered, but a check with Patagonia reveals that somehow it got hung up in the bowels of that rapidly growing company. If you see Hector, please tell him that we and Patagonia will have the gear to him as soon as possible. And thank him for being so patient.

Marti Campbell of Liberty Dock in Sausalito took some *Latitudes* along with him/her (the letter doesn't specify) to Bodrum Harbor, Turkey. "It was great fun walking around with your magazine and talking to people," Campbell wrote. This was especially true when he/she ran into Bob and Ginni Towle of **Aztec** "who were really excited to receive a bit of news from home". The Towles arrived in Turkey in late October and are wintering there. Many of the other boats in Turkey were about to head to the clear — and certainly warmer — waters of the Red Sea.

Also seen in Bodrum was **Questor** from La Crosse, Wisconsin.

Captain Harry Braun of Alameda sent us a photograph of Klaus and Ute Rabe of the California-based schooner, **Enchantress**. Having cruised the northern waters of Europe and Iceland during the summer, Klaus and Ute met Harry in Schleswig, Germany. *Enchantress* will winter in Bremerhaven before continuing their cruise in the spring of 1988. They'll have already got a large new American flag in preparation for the next windjammer parade.

When are you too old to cruise? Wade Cornwell of Yacht Constructors in Portland informs us that Josh Taylor just completed a 12-year circumnavigation of the world, much of it singlehanded, on a Cascade 36. Josh is — get this — 80 years old. His boat, **Comitan**, is currently berthed in Sausalito. We hope to have a feature on him in the next issue.

A former ad salesman of *Latitude*, Tim Stapleton, has taken off to both race and cruise Mexico on his Islander 36, **Misfit**. While in Catalina, Tim attended a cruising party that included the following adventurers: Bob Vanderwall on the schooner **Hyades**, who is headed for Mexico and Hawaii; Bill and Josey of South Dakota on the Morgan 38, **Alpinistof**, who are headed to Mexico; Steve on the Oxnard-based schooner **Seaquest**, who is headed for Cabo; Connie and Ralph from Alaska on **Arjumano**; Jim on the Santa Cruz-built **Gypsy Wind** who is headed for Florida; Laddie on the Cross 27 **Magic**, who is "goin' surfin'" on his Cross 27 trimaran; Suzanne and Tom on the New York 32, **Ragamuffin** from San Diego; Sandy and Stonewall on **Mirage**, a Gale Force 34 they'll be taking to Mexico, the South Pacific and New Zealand; Jerry Williams and Sherri Wilson of Sausalito on the Pearson 42 ketch, **Spirit** who are going to Mexico and maybe beyond; Steve Miller and Barbara Drew of the Vancouver-based Spencer 35, **Cor Leonis**, who are headed for Mexico; George and Dorothy on the Perry-designed **Tarquin V**, which left Vancouver to see Mexico, Panama, the Caribbean and the Med; Allan and Stella on the Albreck 29, **Storm Passage**, which was trucked from Canada to San Francisco to make the trip to Mexico easier; Margaret and Bill on **Maru**, a Searunner 31 from Morro Bay that's headed to they're not sure where; and last but not least, Russ and Beverly on the **Kismit** a Dreadnaught 32 from Channel Islands they'll be sailing to Mexico.

If you're headed out cruising — or are already out cruising — folks back home would love to hear from you. Drop us a legible line or two, will you, and if possible enclose a black and white photograph or two of your handsome face or surroundings.

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CORONAOO 15. Moving. Must sell quickly. Excellent condition with trailer, spare tire, & current registration. All harken blocks, lever vang, whisker pole, trapeze, many extras. $1,800/OBO. Call Penni or Tim, days (408) 973-4989, eves. (408) 226-3401.

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CHRISTMAS SPECIAL FROM OUR FAMILY Cape Dory Typhoon Weekender 1979: $5,500; Ericson 25, trailer, 1975 CadDeVille tow vehicle: $9,000; Columbia 22 sloop: $3,000. All equipped safety gear, extras, ready to sail. Reduced price to raise money for family. (415) 479-0235.

25-FT INT'L. FOLKBOAT. Excellent condition inside & out. Great pocket yacht & Bay boat. Compliments wherever you go. Main, jib, BMW dsl all new 1983. Head, sink, groundtackle. Full cover. Sausalito slip. $11,000/B.O. Chuck, 381-1761.

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CORONADO 25. Great Bay boat. 7.5 1983 Evinrude, 2 fuel tanks, 2 jibs, reacher/drifter, 2 mains, pulpits, lifelines, battery, VHF, lights, fatho, head, stove, ice box, sink, water tank, 4 berths, anchor. Clean. $7,500/OBO. (415) 948-4301.

CAL 25. Must sell. $6,000. Owner will finance. Sleeps 5, settee, new knotmeter, 5 sails, outboard, fast cruiser/racer. (415) 237-4669, ask for Lou, owner.

ERICSON 23. Keel centerboard model, tandem axle trailer, 7.5 hp Evinrude o.b. Hood sails (8), Barlow winches (6), many extras. $7,495. (503) 855-1576 days.

MOORE 24 #129, 1984, cabin version, race & U.S.C.G. equipt. Epoxy barrier coat, 7 hp Yanmar dsl i.b./Martec, balsacore everywhere for added strength & safety, crew t-shirts, many custom features. Santa Cruz 6-month slip sublet. $20,000. (408) 475-4594 eves.

25-FT CATALINA. 1982 fixed keel, 3 sails, 7.5 Evinrude, VHF, stereo, stove, carpet, Porta-potti. Used mostly in fresh water. $12,500. (707) 431-2189.

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HUNTER 25-FT RACER/CRUISER. Purchased new '82 for $20K (boat, sails, equip.). Equipment too numerous to list. Honda o.b. Owner has added many comfort features. Cruised Bay, Delta, coast. Sacrifice at $9,950. Sailaway price. Mark, (415) 769-1381 eves/weekends.

J/24. East Coast, '78 hull 658, 1985 standing/running rig, o.b., VHF, '85 Trailrite tandem trailer, 3 150's, 2 100's, 3 chutes, 2 mains, all North, new gelcoat, surveyed '85 at $16,500. Must unload. $10,500. (408) 425-6554; (408) 436-1080.

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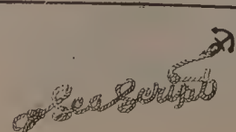

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29-FT GAFF SLOOP. Built in Denmark 1932, varnished teak hull, bronze fastened, teak deck & cabin. Excellent condition. $8,000. Greg 658-7303.

"STEAL THIS BOAT" '81 CATALINA 30. Immaculate condition, wheel steering, Digital instrumentation, VHF, am/fm/cassette stereo, h/c press. water, full boat covers, cockpit cushions, inflatable dinghy, alcohol stove/oven. List goes on. Sacrifice. $28,995. All offers considered. (408) 268-9687; (408) 258-0121.

WESTSAIL 32. Dream project. Sturdy traditional European flushdeck. Vallejo covered berth. Westsail the world! Offshore vet. 3 sails, dinghy, misc. equipment. Needs motivated owner to finish interior. No motor or rig. $15K?/offer/trade/creative financing. (707) 557-3505.

ETCHELLS 22. Hull #549. Two new sets of sails, tandem trailer plus many extras. $17,000/offer. (415) 347-2778.

OAWSON 26-FT SLOOP. Center cockpit, aft cabin. Diesel, wheel steering, new VHF radio. Great Bay & Delta cruiser, excellent condition. Price includes 8' West Marine inflatable & new Honda o.b. $18,500. Days (415) 954-9523; eves. (415) 472-6561.

ISLANDE 26, 1977. I.b. eng., press. water, km, ds, compass, VHF, anchor w/chain & rode, 3 sails in excellent cond. Jiffy reef from cockpit, new upholstery, new canvas, 2-boat owner, must sacrifice. (415) 366-6163; (408) 249-4640. $8,900 firm.

MUST SELL IMMEDIATELY. 30' Ho-Sang Chinese Junk. Teak. 2 masts, Volvo dsl, sound & well-equipt. Runs, sails well as is. Needs cosmetics. Defy BCDC or cruise. Super party boat. Bona-fide bargain. Rob (415) 652-9095.

'85 NEWPORT 30 MKIII. Sloop, Universal dsl, Club jib, VHF, km, compass, depth, wind speed/direction, excellent Bay cruiser with extras. I will consider creative equity trade, call me. $48,500/offer. By owner. Tel. (408) 738-2476.

COLUMBIA 8.7, 1979. Excellent for Bay or coastal cruising. Yanmar dsl, depthmeter, knotmeter, battery charger, auto bilge pump, VHF, stereo/tape deck, teak interior, inflatable dinghy. Fully equipped. $24,500. Marina Bay #77. 930-0826.

26-FT CHRYSLER, 1977. Fixed keel, Volvo dsl. All f/g with teak. Like new, used little, 3 sails, club jib rig, sleeps 5. Galley, dinette, VHF, FM. $8,700. (415) 846-5992.

GOING CHEAP. 1982 26-ft New Zealand professionally built f/g cruising boat. Flush deck, 5'10" hdrm, Yanmar dsl, propane oven, head, log, VHF & depthsounder. All safety gear. Must sell. $16,500/OBO. 331-7191.

CATALINA 36, 1985. *Catalyst*. The most unique customized 36 on the Bay. Every toy imaginable is here. Must sell fast. $69,900. Hm: (415) 254-4240; wk: (415) 654-9175.

YANKEE 30 BEAUTIFUL CONOITION. The yacht *IONE*, S&S designed f/g cruising-racing sloop, 5 yr. So. Pacific vet, fully cruise equipped. 9 bags sails, 5 anchors, Lewmar winches, 3 compasses, Avon inflatable, depthsounder, knotmeter. $30,500. 234-3399.

PEARSON 323, 1982. Excellent condition, Volvo dsl, h/c press. water, propane oven & range, VHF, depth, knot, battery charger, dodger. (415) 254-1892..

ISLANDER 30 MKII. This 1975 model is loaded. Wheel, 4 sails, dsl, 9 winches, radio, depthfinder, knotmeter & all teak interior, must sell. $19,750 or offer. (415) 820-5954.

SATURN 35. Must sell. $45,000/OBO. Fully equipped for racing/cruising, mylar headsails, Loran. Call Toni or Larry (415) 848-3600.

COLUMBIA 8.7, 1977. (29' Alan Payne sloop). Fully equipped for comfortable cruising: Loran, RDF, Autohelm, VHF, stereo sys., pedestal wheel, Barient self-tailing winches, Atomic 4 gas i.b., 2 jibs (for heavy & light winds), & one main. Teak interior has custom upholstery & curtains. Sleeps 4, 6'1" hdrm. A bargain at 26K. For sale by owner. (415) 935-2047.

TARTAN 10, 33-FT, 1979 in excellent condition. Partnership or sale. 5 sails. $25,000. (415) 426-0587.

SAN JUAN 26. Like new, 15 hp Johnson o.b. w/alternator. Jib, main, furling genoa & flasher. Roomy teak cabin, 2-burner stove & icebox. Sleeps 5. Used in fresh water only. Many extras. Calkins trailer. $15,500. Bob, hm: (916) 272-6087; wk: (916) 273-6183.

YAMAHA 33. Partnership dissolving, owners very motivated. Asking $35,000 but make us an offer! New UK main, 2 spinnakers, 3 headsails, Yanmar dsl, depthsounder, knotmeter. (415) 540-0142. Please leave message.

NEWPORT 30 II, 1979. Race equipped, North sail inventory main, 150% & 120% Mylar, 2 spinnakers, extra sails for cruising, Volvo dsl, teak sole, VHF, depthsounder, knotmeter, compass, Sauslito berth. $34,000. Days, Ruth, 925-1555; eves., Howard, 383-3083.

RANGER 26. Gary Mull designed racer-cruiser. Bristol condition thru-out. Km, ds, compass, VHF. Professionally done bottom — Micron 33. Well-rigged, all halyards & controls lead to cockpit. Recent North sail inventory. S.F. slip. (415) 435-0353; (415) 982-0720.

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BUY MY BOAT! 26-ft Atkins Eric Jr. Built 1936 by Jeffries Boat Yard of San Pedro. Fir on oak. Yanmar dsl. Excellent Bay & coastal cruiser. Well-maintained. I'm anxious to sell, will to bargain. $10,125/OBO. John (415) 731-7854 anytime.

ETCHELLS 22. Ultimate one-design racing. Hull #529. Built by Ontario Yachts. Winning boat. Hull faired & LPU'd prof. 1987. Go fast rigging. New 5" compass, tandem axle trailer w/storage. 10 sails by Dave Curtis. $13,500. 461-9559 leave message.

1980 FALMOUTH CUTTER. Biggest/finest little off-shore cruiser built. 30'6" OA, 22' OD. Ruggedly constructed fiberglass/teak. BMW dsl, stove/oven, km, ds, VHF, boom gallows, whisker pole, dorades, etc. Beautiful cruiser, rigged to go anywhere. $29,900 firm. (415) 331-6909.

YAMAHA 33. Beautiful boat in very good condition. Includes: new main sail, 2 spinnakers, 3 jibs, new depth gauge, excellent radio, anchors, sheets, life vests & much more. Asking $32,500. Call Joe at (415) 788-3521.

CAL 3-30. Stiff, fast & dry. Well-maintained w/dsl, windpoint/windspeed, km, depth, VHF, FM-cassette, 9 sails, headfoil, Micron bottom, Martec prop & strut. Ready for Bay & ocean at $27K. Dick Desmarais, (408) 434-1249.

36-FT—45-FT

HUNTER 40 CUSTOM. 1986. Excellent condition. Beautiful custom woodwork, varnished satin interior. Trimble Loran C, ICOM VHF, Signet instruments, ST winches, roller furling genoa, 44 hp dsl, Espar heat. Refrigeration. Large aft cabin. Great liveaboard. Fast cruiser. $98,000. (206) 293-2337.

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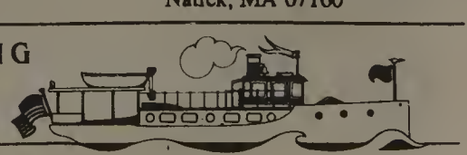

classy classifieds

37-FT ISLAND TRADER KETCH. Perfectly maintained, cruised often in the Channel Islands. F/g w/teak interior & overlaid decks, Volvo dsl, furling jib, km, sounder, etc. Very nice cruiser/liveaboard. $52,000. Slip available in Santa Barbara. (805) 682-8110; (415) 952-2968.

IRWIN 37-FT CUTTER. Excellent sailing cruiser & liveaboard. Mint condition, center cockpit, teak interior, 2 staterooms, 2 heads, 2 showers, fully-equipped galley, extras. May consider timeshare. Currently berthed in Sausalito. $69,000. Splendid deal. Accommodates children beautifully. Luxury. (707) 887-2171.

36-FT UNION CUTTER 1986. Perkins 4-108 dsl, Isomat spars, Neil Pryde sails, US rigging, Nilsson electric windlass, 300' chain & CQR, Digital km & depthfinder, Icom VHF, Flash hot water heater, fridge, teak decks, marble table, dodger, leave message (213) 857-8623.

ISLANDER 36. Custom cockpit rigged for easy handling. Perkins dsl, 45 gal. fuel, 120 gal. h/c water, shower, automatic battery charger, VHF, RDF, lead keel, Monel muffler, teak interior, Zodiac. Sausalito berth, city view. (415) 696-4613; (408) 867-9351.

36-FT ISLANDER 1974. Main & 160 furling genoa, spinnaker pole & rigging, loran, VHF, Sharp autopilot, Perkins dsl, refrigeration, electric head. $39,900. Call owner at (415) 668-3042.

CHEOY LEE LUDERS 36' SLOOP. 1976. Dodger, autopilot, Loran, Volvo dsl, epoxy bottom. Lovingly maintained. $48,000. Jim 331-2309.

SELL OR TRADE. 1980. SC 11.0C (center cockpit, 36' sailboat) for airplane and/or small trailerable race boat (J/24 or other). Boat has just been overhauled to survey. $65,000. Call days, (415) 965-6102; eves/weekends, (415) 851-7494.

40-FT MOTORSAILER. Islander full keel ketch. Fantastic liveaboard. One owner. Extensive equip. list. Propane cooking & heating. Refrigeration. Autopilot, aux. generator, radar, dinghy, etc. Addition to family forces change in plans. $85K. 237-9602.

36-FT PEARSON. This world class cruiser is in perfect condition. Diesel 30 hp motor with very low miles. All electronics, Loran, 14 bags of sails, lots of race & cruise extras. Partnership break makes this a very good buy. $50,000/B.O. (415) 342-2777.

CAVALIER 39. New Zealand built f/g sloop, ideal for the Bay or cruising the world. Perkins 4-108 dsl, Stowe boatspeed, wind direction & speed & depthsounder. Anchor, chain & rode & Nielson electric windlass. 100 gal. water & diesel; deck wash pump, dodger; h/c pressure water; efficient engine-driven refrigerator & freezer. Mariner propane stove. Teak & Kauri interior. $115,000/offers & trades considered. (415) 582-6422.

36-FT HANS CHRISTIAN. Well-maintained. 60 hp dsl, 9 winches, 9 bags of sails. Custom dodger & pulpits. Flash hot water heater. Refrigeration. Alpha marine autopilot. 2 knotmeters. Automatic battery charger & more. $62,500. Call (408) 245-1387.

HANS CHRISTIAN 38-FT. Traditional. Cutter rig. Excellent condition. 4-154 Perkins dsl. Refrigeration. Dodger. Or would consider 50% share/purchase. $87,500. (415) 388-5300.

CHRISTMAS IS COMING. Wouldn't this be a great time to give your boat a new home? Own the best located 40' slip at Pier 39 for only $39,000. Fantastic views of all three S.F. Bay bridges. Assumable financing. 391-4704; 381-6060.

OHLSON 38'. Rare original Swedish fast passagemaker with Lloyds issued builder's certificate. Recently returned from South Pacific cruise, all gear goes. Call Jim for extensive inventory schedule. $79,500. (213) 253-3215.

ISLANDER 36-FT. The perfect Christmas present for the family, in beautiful condition & ready to sail with new dodger & furling jib. Race with the class or cruise with friends. $49,500 or real estate trade. (415) 655-8452 or (408) 946-6184.

1987 FAIR WEATHER MARINER 39. Must see! Loaded, dealer's personal boat. Radar, SatNav, dodger, refrig., dinghy, VHF, 3 sails, singlehand sloop/cutter setup, Isomat spars, wind & speed instruments, roller furling, deck washdown, all canvas. Lists at $150K. $119,900. (415) 323-3806.

42-FT COLUMBIA HULL in factory cradle ready for fitting out. Includes new Yanmar dsl, alcohol stove, lead, more. Lost lease on Sacramento area workspace, must sell immediately. $19,000+ invested, call with all offers, trades or ?? Terms possible. (503) 236-3738; (805) 947-4279.

CATALINA 36, 1983. In excellent condition. Custom interior, well-equipped topside. Call for details & inventory. $54,000/offer. (415) 924-3879, leave message.

GOOD LOOKING 38-FT MASTHEAD SLOOP. Perfect for So. Pac. Prof. designed & built, f/g, teak decks, alloy spars, full range sails, Volvo dsl, etc. Fully equipped, windvane, liferaft, etc. This strongly-built vessel (sailed up from N.Z.) is fast, easily handled by two. Comfortable liveaboard. $75K. Owner happily offers sailing or nav. instruction if required. (415) 387-7274.

"NAUTIGAL" IS SERIOUSLY FOR SALE. 38' 1939 Spaulding sloop. Sound hull fir over oak. Spantex deck, 300' 3/8" chain, excellent sails & spinnaker. Grey Marine, VHF, depthsounder, new galley & frig. $28,000. 536-0666, leave name & number for Tee, days.

ISLANDER 36, 1980. Immaculate! New LPU paint. Luxury mahogany interior. CNG stove, heater, VHF, fridge, km, ds, h/c water, Hood furling. 130 hrs. on dsl. 3/4 cover. 3 sails like new. Prof. maintained. Never raced. $58,000/B.O. Gordon (916) 756-7273 eves.

TED BREWER 45. Center cockpit ketch, 1978, well-maintained, current liveaboard, teak decks/interior, shower, 2 heads, heat, CNG stove, Adler-Barbour, ST winches, VHF, depth, knot, Volvo dsl, CQR w/chain, Sausalito berth. $95,000. Call (415) 331-2100 for prospectus.

MUST SELL. No reasonable offer refused. 1983 Catalina 36. Leaving 1/88 for Australia. Great liveaboard or cruiser. Spinnaker & extras. (408) 426-8363; msg. (408) 257-3840.

ERICSON 41. Dsl, slp, best in west. New: dodger, compass, ap, waterheater, LP & much more. Sails & eng. in mint cond. Must sell. Reduced to $49,500. P.P. (818) 348-4567.

NZ 37. New Zealand built performance cruiser, 12,500-lb cold-molded kauri wood encased in epoxy saturated f/g. Custom 1969 37' sloop. Rod rigging, B&G gauges, tapered mast, vane, ap, Barients, etc. Mexico & HI vet. $39,500. (805) 642-2254.

CATALINA 38, 1981. Race/cruise, well-maintained, hauled yearly, 5 sails, spinnaker package, Barient winches, VHF, Micrologic Loran C w/CDI, depth, knot, log, windspeed & direction, h/c press. water/shower, hyd. backstay, stereo/tape. Delta, Bay or Offshore. $63,950. (408) 247-2152 days.

43-FT CUSTOM BUILT, NEW ZEALAND, center cockpit, auxiliary ketch, 1964, '87 refit including LPU finish hull & decks, full canvas boat cover. $85,000/OBO. Call Rob at 1-(916) 371-1556 or 484-6105 for survey & history.

BABY FORCES SALE. 1961 Farallone Clipper. 38-ft mahogany on oak. Beautifully designed, crafted & maintained. Fast & able. TransPac & Delta vet. Lived on since 1973. $36,000. Docktown, Redwood City berth. 877-5366 days; 851-1067 eves.

J/36, 1981. 11 sails, VHF, loran, safety equipment, h/c water, shower, sleeps 7. Great boat but must sell. Take over payments. $70,000. (408) 436-1080; (408) 425-6554.

PERRY 41, 1980. One owner. Good condition. Roller furling. Teak deck & interior. Awlgrip paint. Sausalito berth. Anxious to sell. $59,900. (602) 786-0457 days; (602) 897-7990 eves.

HUNTER 37 CUTTER, 1979. Excellent condition. Yanmar dsl, roller furling, self-tailing Lewmar winches. Equipped to liveaboard. One owner. Delta berthed. Asking $60,500. (916) 456-9992.

42-FT PEARSON, 1981 KETCH. Immac. cond., well-equipped. Exc. layout for cruiser/liveaboard. Abundant storage, 6'4" hdrm, sep. shower. Westerbeke 58 hp dsl (500 hrs). Light, airy & comfortable interior. Orig. owner, never in charter service. Berkeley berth. (408) 274-5784.

45-FT COLUMBIA MOTORSAILER. Beautiful spacious M.S. Accommodations include a private stateroom w/head & shower, separated from other sleeping, large salon. Great for offshore sailing as well as luxurious liveaboard. Virtually a floating condo. Quick sale. $75,000. (408) 354-1179, 6 p.m.

SEE EUROPE BY BOAT. 1980 39' Dutch built steel double-ender gaff-rigged cutter. She's lying in the Mediterranean, cruised around Europe & canals over last few years. Ready to go anywhere, lots of gear, charts, etc. $57,000. (707) 778-8256.

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HANS CHRISTIAN 43 KETCH. Performance keel. Launched 1978, dsl, loran, holding plate refer, custom head, teak decks & much more. $114,000. Phil (415) 332-7686. Principals only, no brokers!

WORLD CRUISING SLOOP. 32' steel sloop, German built 1967. Recent major overhaul, cruising gear too numerous to list. 36 hp dsl. If not sold by April going cruising. $60,000. Will deliver. R. Tanner, P.O. Box 29271, Honolulu, HI 96820.

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CUSTOM 76'x21 BEAM MOTORSAILER. Well-traveled. Was used as tender for dredging. 27 tons deep freeze, full machine shop, large galley, 2,000 gal. dsl, 530 gal. water, fireplace. Sleeps 9 in 4 staterooms. 2 generators, spare main eng., needs stem & deck work. Hull OK. Same owner 18 years. $90,000 net. 359-2802.

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C&C LANDFALL 48. Built in 1982, commissioned in '85. Pilothouse w/inside steering & generator, watermaker, SatNav, loran, radar, SSB, autopilot, dinghy w/o.b., liferaft. Electric windlass, 60-lb. Bruce, 45-lb. CQR, 35-lb. Danforth. Complete sail inventory. Losts of spares & rebuild kits for all systems. Rigged for shorthanded cruising & ready to go anywhere in great comfort. Call 521-9371 evenings.

46-FT GARDEN PORPOISE *Morning Star* completed her 8-year circumnavigation in 1981, after which the book "Voyages of Commitment, Morning Star Around the World", by Ray Triplett, was written. She is solid teak, low maintenance (since we choose not to varnish or oil). Her interior was hand-carved in Bali. She is a powerful sailing yacht & a very comfortable liveaboard. Ketch. 80 hp Perkins dsl (rebuilt). Surveyed for $125,000. Asking $105,000. Linda (415) 853-5606; (415) 331-4531; (415) 999-2791.

WINTER IN HAWAII. 47-ft Perry cutter with very, very desirable Kona berth. Boat, berth & charger business: $129K. Illness forces sale. (415) 461-3470 or (808) 326-2435.

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31-FT SKIP JOHNSON TRIMARAN. Professionally made prototype. Glass over foam/ply, pivoting mast, 6' hdrm, sleeps 3. Light. Asking $6,500. Call (415) 655-5043.

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42-FT BERTRAM Flybridge Motor Yacht. Twin GM 671T.I. diesels, 12kw Onan, 3 zones air/heat, freshwater boat in excellent condition, S.F. berth. Must sell. Mr. Kennedy: (415) 546-7110 office; (415) 397-8817 hm.

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48-FT COMMERCIAL FISHING BOAT. Dbl. plank, x-Navy utility hull, 2.2 ton net, stern cabin, just rebuilt Detroit dsl 671 main, 20 hp Yanmar aux., radar, autopilot, hyd. davits & anchor winch, insulated fish hole, urchin ready. $35,000. (619) 234-6939; 278-4624.

35-FT STEEL LIFEBOAT HULL W/CABIN. 110 and 12 volt electrical system, propane oven & galley. Good liveaboard. Located Sausalito. Call Hugo at (415) 285-0559 or (415) 332-8554.

1984 CONROY X-19 open bow Mercruiser 140, 170 hrs., excellent condition, tape player, CB, skis, life jackets & more. $7,800/OBO. (415) 382-8631, Novato.

ADDICTOR 190 DELUXE 2-MAN BOAT with Tohatsu rebuilt 30 hp engine. Comes with matching new trailer. This is a lot of fun & in excellent condition! $3,200/OBO. Call 492-9277 after 5 p.m.

PARTNERSHIPS

J/24 — 1/3 INTEREST. I would like to buy 1/3 interest in J, or fine two others to purchased used J for racing and cruising. Prefer Marin, Richmond or S.F. Torben, wk: (415) 892-8090; hm: (707) 765-9523.

WANT TO SAIL FOR $250/MO? 32' sloop. Mull design. Set-up for the singlehanded sailor. Complete sail inventory & electronics. Diesel. She is beautiful. Don't miss. (415) 821-1075.

1/3 INTEREST IN ISLANOER 28. Berkeley marina berth near the yacht club. Excellent condition, wheel, 4 sails, Atomic 4. $5,000 + $170/mo. (415) 254-1301 days or (415) 254-7270 evenings.

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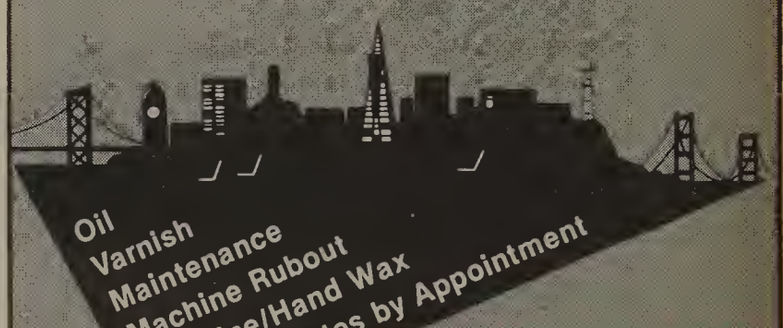

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36'	CHEOY LEE Luders	$45,000
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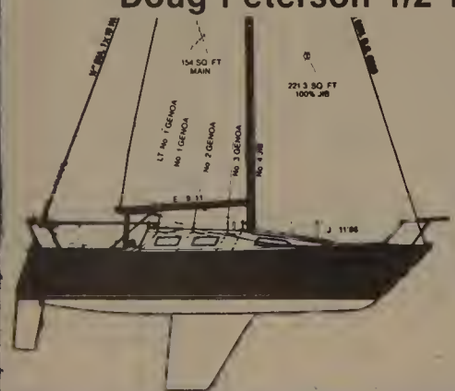

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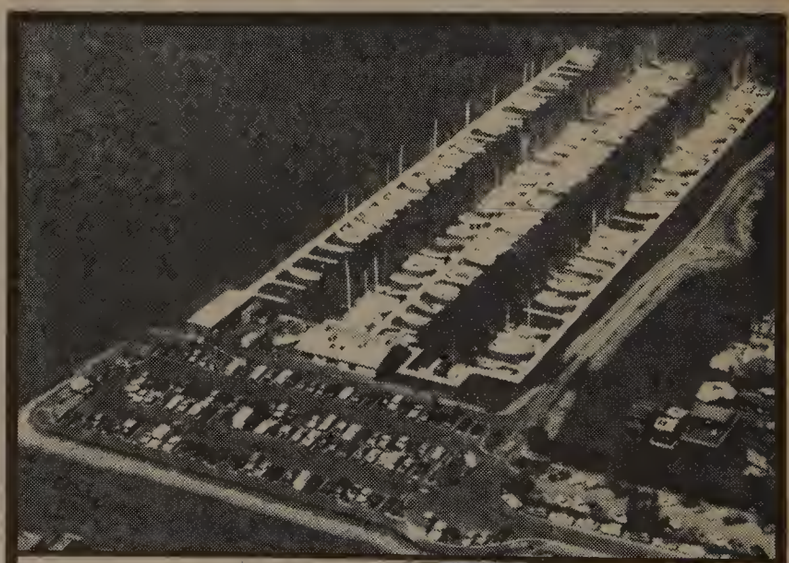

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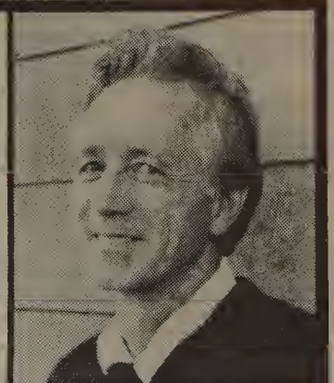

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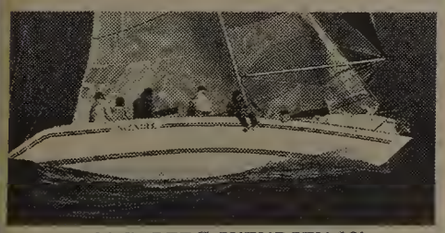

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38' Catalina		69,500
38' C&C Landfall		76,500
★ 38' Pearson 385		125,000
39' Cal		76,500
39' Cal Tri-Cab		79,500
40' Endeavour CC		105,000
★ 43' Amphitrite CC		169,500
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29' Ericson		29,500
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30' Cal		19,900
30' Catalina		29,000
30' Ranger		34,950
32' Ericson		23,500
★ 32' Islander		46,000
★ 33' Ranger	(2)	34,500
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★ 36' Uniflite AC		97,000
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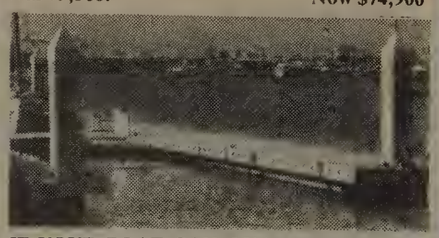

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ERICSON 30+ *"CONCUBINE"* Just reduced her price! We're serious now! In fact, if you've got an Olson 25 or Express 27, let's talk trade. This boat has everything you want for racing or cruising. **Now $38,000**

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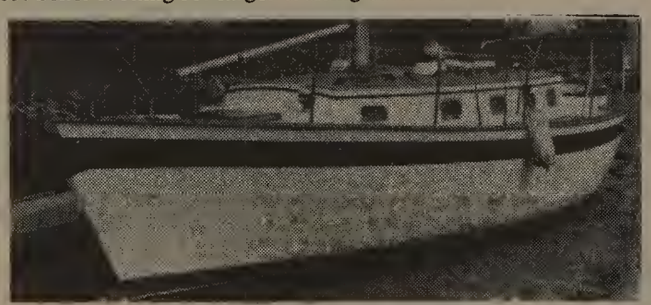
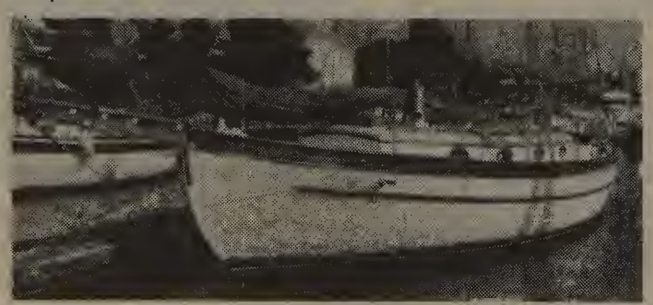


UNION 32 (Cutter Rig)

Another fine design by Brewer. Fast, highly maneuverable and 4'10" draft — the best combination for coastal cruising. This yacht is a "looker" w/teak decks, cockpit, cabin top. Owner selected top quality gear from fireplace to electronics. **Price reduced to $56,500**



UNION 36

Robert Perry's fine blue water design. A new listing that has a very respectable inventory from sails, electronics, inflatable & self-tailers to teak decks and canvas — plus a new bottom in March 1987. Owner leaving area — sad to sell but serious. Replacement cost near $100,000. **Sale price: $82,000**

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CATALINA 27	Diesel, 3 sails	**BANK REPO**
CATALINA 27	3 sails, Atomic 4	**16,950***
SUN 27	Diesel, wheel, furl.	**20,950***
ISLANDER 28	Diesel, 4 sails club/tlb	**20,000**
YAMAHA 33	Diesel, 5 sails	**37,000**
HUNTER 33	Diesel, wheel, 3 sails	**40,700**
PEARSON VANGARD	full keel	**Inquire**
HUNTER 34	Diesel, wheel instruments	**49,500**
HUNTER 36	Diesel, wheel, dodger	**49,500**
ERICSON 36	Diesel, 3 sails, real nice	**71,000**
HUNTER 37	Cutter, diesel, 4 sails	**69,500***
HUNTER 40	Sailed from Florida to SF	**99,000**
ISLANDER 40	in Hawaii, sell all or 1/2	**79,500**
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46' KELLY-PETERSON. Extensively cruise-equipt for world cruising. **$198,000.**
45' LANCER POWERSAILER '83. Twin dsls, electronics. & more. **$149,000.**
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35' CHEOY LEE LION '66. Volvo dsl. Elegant lines. **$39,000.**
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31' CHEOY LEE OFFSHORE, '69. Cruising ketch with Loran, dodger, plus! **$29,000**
30' ISLANDER MKII '71. Call for great price!
30' NEWPORT MKII '77. TillerMaster, race rigged, nice. **$30,000**
30' YANKEE. Sparkman & Stephens design. **Call for details.**
29' CAL '72. Five North sails, possible S.F. slip. **$23,500.**
28' TRITON. New dodger, vane, and autopilot. S.F. slip. **$18,000.**
27' NEWPORT 27S '77. Very clean. Depth, VHF, 6 sails, dsl + more. **$15,500.**
27' VEGA '73. Clean pocket cruiser w/dsl, dodger, cabin heater, etc. **Inquire.**
26' COLUMBIA MKII '69. Roomy w/lines led aft. 2 anchors. S.F. slip. **$10,500.**
24' MOORE '80. 12 sails, well-rigged, trailer and more. **$13,500.**
24' REINELL '82. Little used power boat w/S.F. berth included. **$18,000.**
24' YANKEE DOLPHIN '68. Sparkman & Stephens design. **$12,000.**

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26'	Ariel	1963 ...	.....	10,500.00
27'	Vega Sloop	1972 ...	.....	22,000.00
28'	Triton	1963 ...	.....	14,500.00
29'	Cal 2-29	1975 ...	.....	27,900.00
30'	Columbia	1972 ...	.....	25,500.00
30'	Pearson	1978 ...	.....	27,500.00
31'	Mariner 31 Ketch	1971 ...	.....	30,000.00
32'	Traveller ..... 2 available	'77,'79 ..	frm ..	49,500.00
32'	Westsail	1974 ...	.....	40,000.00
34'	Cal 34 ..... 2 available	'68,'69 ..	frm ..	32,000.00
36'	Islander	1976 ...	.....	51,000.00
36'	Luders Yawl ..... 2 available	'76,'77 ..	frm ..	49,000.00
37'	Endeavour	1980 ...	.....	78,000.00
38'	Bristol 38 Sloop	1968 ...	.....	40,000.00
38'	Pacific 2/38 N.Z.	1978 ...	.....	85,000.00
39'	Freya 39 ..... 2 available	'78,'80 ..	.....	79,500.00
40'	Farr 40 "SAGACIOUS"	1984 ...	.....	125,000.00
40'	Cheoy Lee Midshipman Ketch	1975 ...	.....	79,500.00
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16' Seaswirl Spirit	'86	Open bow, 140hp OMC, trlr, cleon	11,200	4,700
19' Supro Sunspart	'86	Open bow, 250hp direct drive ski	22,800	12,000
29' Wellcroft **SOLD**	'83	Flybridge sprtfshr, twin 260s, trlr	74,500	29,500
32' Broodwoter	'74	Sprtfshr, 225 Chrys., flybrdg	32,500	8,700
55' Sea Ronger **SOLD**	'79	Twin 671 turbo, flybrdg,	220,000	162,000
		SAIL BOATS		
25' Pearson	'67	Outboord eng, pretty cleon, nice	8,700	
26' Pearson **SOLD**	'78	Moin/jib, 6 hp Johnson long shoft	14,800	6,500
28' Rhades Ronger	'60	Moin/jib, Clossic Plostic!	12,800	2,600
32' Challenger **SOLD**	'75	Moin/jib, dsl, Livobrd/crusr	34,000	28,500
41' Cheoy Lee	'76	Loaded with soils/electronics	112,000	68,000
48' Mapleleaf	'74	3 soils, 120hp Ford, some work	105,000	42,000

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Unless otherwise noted, oll boats ore locoted in our storoge yard, or ot our docks at Moriner Squore in Alomedo — **CALL IF YOU NEED DIRECTIONS TO OUR OFFICE — (415) 523-8502**

PLEASE CALL TO OBTAIN THE LATEST RELEASES AND CURRENT BIDS FOR OUR POWER, SAIL, & HOUSEBOAT LISTINGS. TO BE PUT ONTO OUR MONTHLY MAILING LIST, COMPLETE THE FORM BELOW & SEND TO:

REPO HOTLINE, 2415 Mariner Square Dr., Alameda, CA 94501

Name: _____

Address: _____

_____

Phone: (h) (_____)_____ (w) (_____)_____

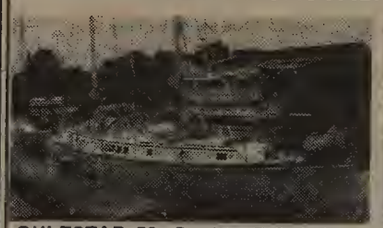
I am interested in: Power ☐ Sail ☐ Price range _____

Length: (20'-25', 25'-30', etc.)_____

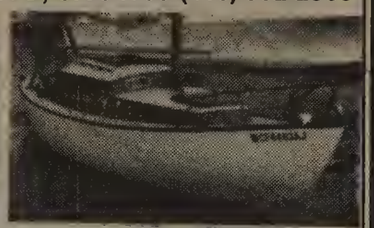
Type: (Fish/Ski, Cruise/Race, etc.)_____

11/2/87

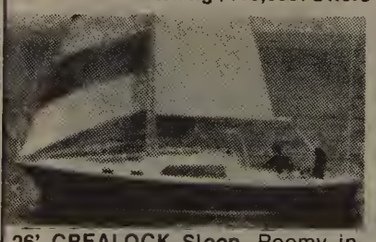
EDGEWATER YACHT SALES
1306 BRIDGEWAY SAUSALITO, CA 94965 (415) 332-2060



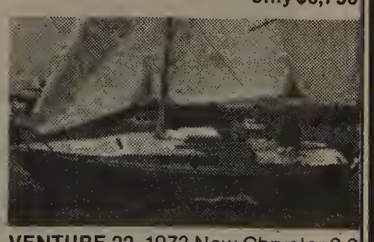
GULFSTAR 50. Quality F/G & Teak featured Sea Mag 11/87. Owner has another boat **Asking $110,000 / Offers**



P 28. Mahogany hull, Atomic 4 Aux. Full boat cover, excellent condition. **only $6,750**



26' CREALOCK Sloop. Roomy interior, VHF, New Imron paint. 15 HP OB. **Asking $5,000**



VENTURE 22. 1973 New Chrysler 9.9 W/elect start. Including Trailer. **Only asking $2,500**

36' STEPHENS. Custom classic, all original equip. up to survey. **try $18,500**

30' OWENS. Twin 327 IB. Double planked, Ideal liveaboard. **try $8,500**

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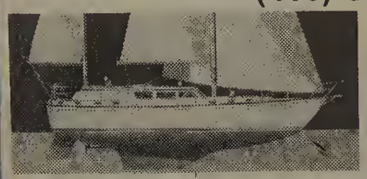
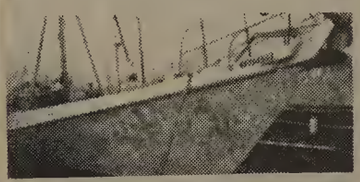


47' GULFSTAR Sailmaster 1980 w/200 hp Perkins, 7.5 kw Onan gen., owners stateroom aft w/queen bed. Beautiful condition.

48' CHEOY LEE center cockpit ketch 1980 w/60 hp Isuzu, new '85 8 kw Onan gen. Best buy on market today. **try $125,000**



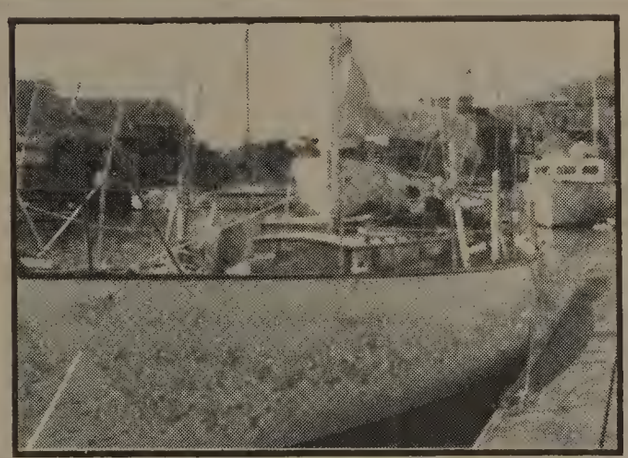
80' GARDEN designed all steel motorsailer, built 1980 w/120 hp Lehman 15 kw gen. Around the world capability. A fabulous buy at **$195,000.**

30' ISLANDER MK II. Cruise/Race, Autohelm, electronics, Force 10 heater, windlass, stereo, full dodgers, Awlgrip hull '83. Must see at our dock. **asking $25,000**

32' WESTSAIL Cutter, World cruiser/ liveaboard, Saab diesel (overhauled 1986) windlass, fatho, VHF, stereo, knotmeter, teak cockpit. Terrific buy. **try $40,000**

54' CT KETCH, '75 w/cruiser, exquisitely maintained, with large aft cabin, galley dinette. Roomy main salon with fireplace. 3 staterooms.

MILANO YACHTS



"CHRYSOPYLE"

1961 Spaulding designed and built yawl represents 46' of uncompromised quality. Mahogany over oak frames, bronze fastened and outfitted for long distance cruising including 23 sails, new(1987) Perkins 4-108. New(1986) Furuno radar,Magnavox sat nav, autohelm 3000. She was wooded & repainted in 1986. She is perfect & at our docks.

$99,000

(415) 523-7474

MILANO YACHTS

GREAT STARTER BOATS

*	22'	Catalina	6,000	* 26'	Pearson	9,000
*	22'	Columbia	4,900	27'	Cal 2-27	16,500
*	22'	Santana	5,250	27'	Cal 2-27	24,000
*	23'	Ericson	8,500	* 27'	Catalina	11,000
*	23'	Ranger	9,500	27'	Catalina	14,500
*	24'	Windward	6,000	* 27'	Catalina	15,500
*	25'	Bahama	9,800	* 27'	Coronado	9,500
*	25'	Cal 2-25	23,000	27'	Sun 27	17,000
*	25'	Capri	8,500	* 28'	Newport	20,000
	25'	Catalina	14,900	29'	Ericson	25,700
*	25'	Ericson	13,500	* 30'	Catalina	35,000
	25'	Pac. Seacraft	18,000	30'	Islander MkII	28,000
*	26'	Columbia MK II	7,500	30'	Pearson 30	26,800
*	26'	Dawson 26	18,000			

HIGH PERFORMANCE - RACE READY

*	24'	Farr 727	8,500	* 31'	Peterson 1/2T	offers
	24'	Nightingale	9,500	33'	Peterson	43,950
*	27'	Contest	17,950	* 33'	Rodgers 3/4Ton	39,500
*	27'	Santa Cruz	14,000	* 34'	Dash 34	38,500
	28'	Mair 28	18,500	* 34'	Wylie 34	49,500
*	30'	Olson 30	24,000	36'	Custom Peterson	62,500
	30'	P/J 1/2 Ton	38,500	55'	Swede 55	105,000
	30'	Pearson Flyer	Trades			

CLUB RACERS - COASTAL CRUISERS

	26'	I/F Folkboat	16,500	* 33'	Interl Design	17,000
	28'	Islander	30,000	33'	Yamaha	37,000
*	29'	Ranger	21,900	33'	Yamaha	37,000
	30'	Ericson	27,000	34'	Hunter 34	49,500
*	30'	Isl. Bahama 30	39,500	35'	Bristol 35.5	70,000
	30'	Newport 30MkII	31,000	* 35'	Bristol 35.5	63,000
*	32'	Ericson	29,850	* 35'	Bristol 35.5	78,500

LIVEABOARDS - OFFSHORE CRUISERS

*	28'	Cheoy Lee	29,500	* 36'	Magellan 36	57,500
*	28'	Southern Cross	25,900	* 37'	Rafiki 37	85,000
	31'	Monsun	47,000	37'	Trismus	49,500
*	32'	Challenger	35,000	37'	Cutter	56,500
	32'	Challenger	39,500	* 38'	Ericson	73,850
	32'	Bristol	43,900	38'	DownEast cutter	79,900
*	33'	Freedom 2 from	69,000	38'	Morgan 38 MK II	69,000
*	34'	Columbia	34,000	* 39'	Lancer 39 M/S	94,000
*	34'	Cal	31,000	* 40'	S&S Custom 40	130,000
	35'	Niagara 35	89,500	* 41'	Cheoy Lee Ketch	99,500
*	35	Coronado	48,000	* 43'	Kettenburg 43	62,000
	35'	Fantasia	69,000	45'	Explorer	110,000
	35'	Ericson	40,000	* 46'	Formosa 46	99,500
	36'	Pearson 365	65,000	46'	Morgan 46	150,000
*	36'	Watkins	77,500	47'	Cheoy Lee Ketch	98,500

C & C RACE OR CRUISE

	24'	C & C 24	14,000	35'	C&C 35 MK II	49,500
	26'	C & C 26	25,000	* 36'	C&C 36	62,500
*	27'	C & C 27	25,000	38'	C&C	76,500
	30'	C&C 1/2 Ton	23,000	40'	C & C	120,000
	30'	C&C 1/2 Ton	18,000	40'	C & C	120,000
	30'	C&C 30	38,950	* 40'	C&C 40	110,000
*	34'	C&C 34	54,700			

CLASSIC CRUISERS

*	23'	Bear Boat	10,500	* 38'	Alden Challenger	68,000
*	27'	Nordic M/Sailer	20,000	* 60'	English Pilot Ctr.	95,000
*	35'	Rafiki 2 from	58,000	* 45'	Spaulding Custom	99,000

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MILANO YACHTS

DISTINCTIVE NEW & PRE-OWNED CRUISING YACHTS

Cal 34

Sturdy Lapworth design cruiser/racer with rebuilt engine. Loran, Autopilot, refrigeration, knotlog, depth,wind speed-dir, roller furling, inflatable and ground tackle round out this well built yacht. All this and asking only

$31,000

Coronado 35

Stock market got you down? Liveaboard and/or cruise in tri-cabin comfort and privacy for $390/mo. Channel Is. vet and ready to go again with diesel, dodger, 4 sails depth, VHF, RDF, KM, new upholstery and many interior extras incl. H&C shower.

$44,000

Rafiki 37

1977 Blue water cruising cutter with a sea-kindly motion. The hull is airex cored with teak decks. Aluminum mast and boom, full-sail inventory with storm sails. She has windpoint, windspeed, depthsounder, VHF, Trimble loran, excellent ground tackle. She' is ready for that mexican voyage

$85,000

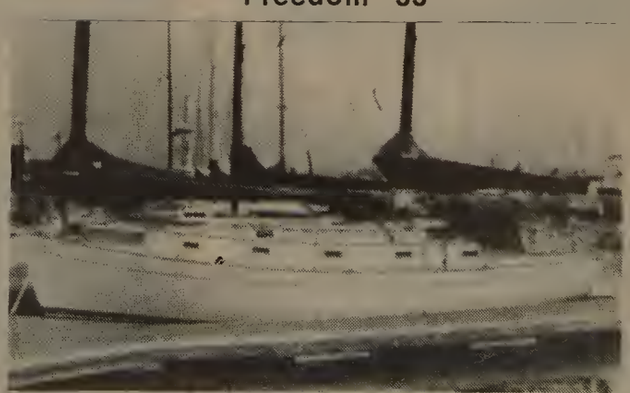
1982 Sparkman & Stevens designed center cockpit. Cutterrig with roller furling jib and staysail. Mexico vet complete with diesel, dodger, SSB, refer-freezer and exotic teak interior. Whaler dinghy with 7 h.p. outboard.

$130,000

Sparkman Stephens 40

We have two very well equipped Freedom 33's. If you are looking for a cruising boat with ease of handling, large interior and a U. S. builder, Freedom is the one. Great for short handed sailing with great speed off the wind. Good electronics and ground tackle. $69,000

Freedom 33



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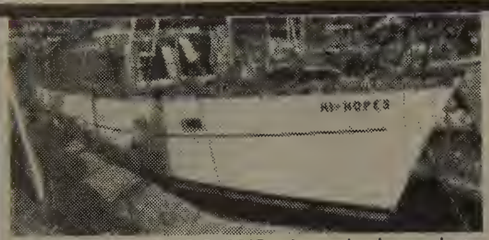
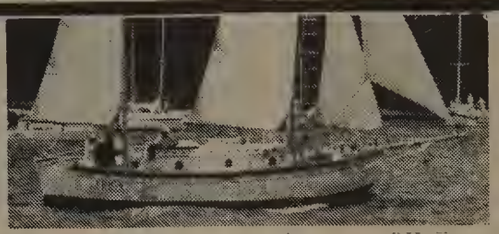
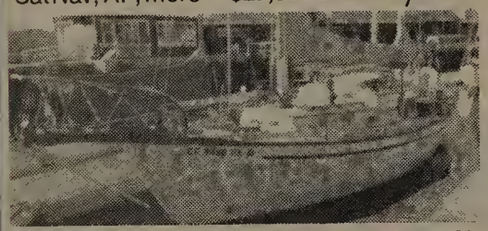


33' TRADEWINDS M/S. A real character boat. Has taken her owners many exciting places, & wants to go again. Loran, SatNav, AP, more **$27,000 or make offers**



32' ATKINS Gaff rigged ketch. The original Westsail! Excellent for cruising with sea-going interior, or race with the Master Mariners in style. **$39,000 open to offers**

26' BALBOA. Presently hauled, ready to inspect. Owner will paint bottom for buyer (your choice of color). **$6,500**



HERRESHOFF 30 Ketches — we have 3! Two by Far East yachts & 1 all teak by Cheoy Lee. Priced from **$23,000.** We also have an original H-28. **Try $9,000.**

Is it a car? . . .
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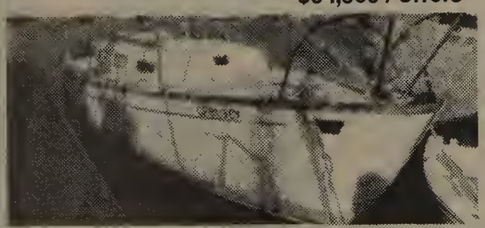
It's a
1963 AMPHICAR

Only 3,000 made.
Red convertible does 10 knots!
Comes complete with paddle!
Offers or trade for boat.

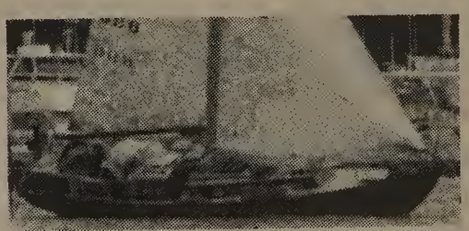
31' CHEOY LEE OS fiberglass ketch. Dsl IB. An excellent example of this famous offshore cruising design realistically priced at **$28,000**

35' FORMOSA KETCH. Classic Angleman design in F/G. Roomy for living aboard. Spacious cockpit. Estate sale.
$34,950 / offers

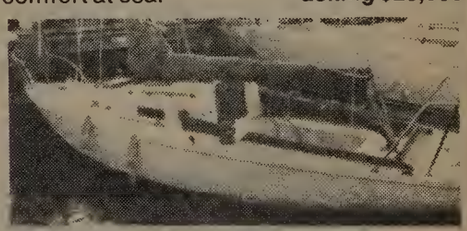
30' TAHITI KETCH. Famous Hanna designed cruiser well known for being sturdy & sea kindly. This one has the added bonus of a doghouse for extra comfort at sea. **asking $23,000**



26' EXCALIBUR SLOOP. Set up for single handed sailing, excellent for pocket cruising. 6 bags of sails included.
asking $4,900

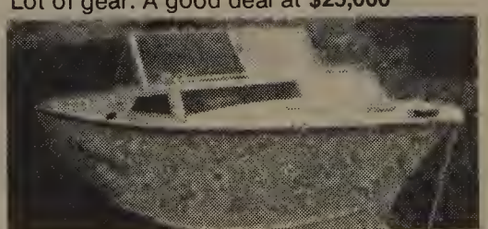


35' CHEOY LEE LION. Carvel teak planking makes for a sturdy cruiser. Completed 2 year S. Pacific voyage '86. Lot of gear. A good deal at **$25,000**



22' PEARSON ELECTRA. Fun family Bay boat. The perfect Christmas present for under $2,500. Recent haul and bottom paint. **$2,490**

50' STEPHENS CLASSIC Motor Yacht. 1920's vintage, Twin dls. The looks and quality go without saying. Maintained in covered berth. Excellent Liveaboard.
asking $49,950



21' STARCRAFT Aluminum day cruiser w/trailer. Mercruiser 120hp I.O. Perfect to take home and put under the tree! **$3,950**

36' EAGLE Trawler. Double stateroom. Perkins Turbo dsl. Radar. Excellent liveaboard. Bank repo, priced for a quick sale at **$46,500**

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Just a Sample of our Standard Equipment:

LIMITED LIFETIME WARRANTY

- Fresh water cooled diesel engine with fuel filter and water separator
- 56 gallons of fresh water-all tanks in center of boat.
- Hot & cold pressure water with shower
- Propane stove with oven
- Shore power with battery charger & cord
- U-shaped galley with double s.s. sinks
- Varnished Oak and Ash interior described by Yachting magazine as "the only true furniture quality joinerwork we've seen"
- Varnished Teak and Holly cabin sole
- Double berth fore & aft. Two singles in main salon all berths 6'7" or longer
- Sit down navigator station with large chart table
- Superior on deck storage including: Anchor locker, Self-draining ice box, Propane locker, Cockpit locker large enough to accommodate sails
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- Harken rudder bearings-effortless steering
- Foredeck light

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If you are considering boats from Beneteaus to C&C's, Ericsons, Freedoms, J/Boats, Nordics, etc., you'll find that Express offers *production boat pricing but custom quality.*

Whether you outfit her with a fully battened main and self-tacking jib or the 4-sail one-design inventory, *you'll find the EXPRESS 34 easier to handle through the full range of conditions than any other boat you are considering — no kidding!*

A NOTE TO RACING SAILORS:

This is Express 34's first season on the Bay & here are the results:

- ★ She's raced in conditions from 0 to 30
- ★ She won her IMS Division on San Francisco Bay
- ★ She won the Vallejo race in light air (PHRF)
- ★ She won her division in the Big Daddy light air (IOR)
- ★ She'll have a One-Design start in San Francisco next YRA season

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Two independent depth alarms and digital displays of surface water temperature, boat speed, distance traveled, and bottom depth.

20/20-200A — With transom mount transducer
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NIGHTHAWK DEPTH SOUNDER
Four range capability from shallow to deep
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4 Watt hand-held VHF
- 90 Channel
- Micro computer controlled

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